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DEPARTMENT OF FISH AND GAME

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California Fishing Ports

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MARINE FISHERIES BRANCH



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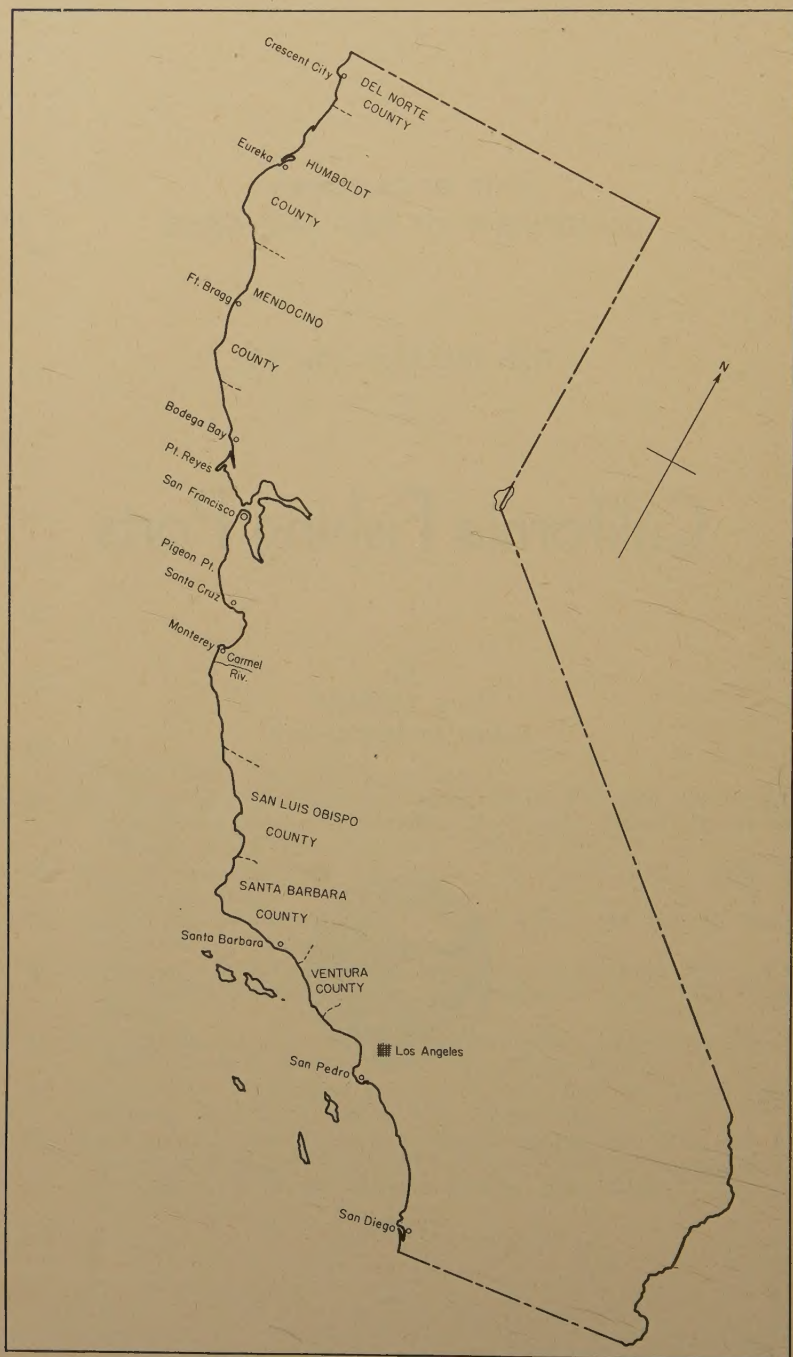


FIGURE 1. Outline map of California, showing the location of the more important fishing ports

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FOREWORD

The purpose of this publication is to give some explanation, fragmentary though it may be, of the 270 ports where commercially caught fish have been landed in California during the 21-year period 1931 through 1951. For each port of any consequence, we have attempted to indicate its location, history, fish handling facilities, volume of landings, species delivered and brief notes on its sport fishing opportunities. Notes were gathered in 1952 and the first half of 1953.

W. L. SCOFIELD

July, 1953

STATISTICAL INFORMATION

BOAT CATCH RECEIPTS

Our first commercial fish catch records go back to 1872 but monthly reports by wholesale dealers started in 1911. Since 1917 California law (amended in 1919) has required that anyone buying fish from the fisherman shall make out a receipt in triplicate (two carbon copies) on receipt books furnished by the State. The original white copy goes to the fisherman at the time of unloading the boat and the second (light yellow) is retained by the purchaser. The third or "pink ticket" goes to the California Department of Fish and Game. It is from these "pinks" that the records of catch are compiled. The receipts represent the daily catch of every commercial fishing boat operating in or delivering to the State. The essential pieces of information shown on the "ticket" are: pounds of each species, date, price, buyer and seller, place of capture and delivery, boat name and number, and gear used. In case the fisherman retails his own catch he prepares the ticket.

The records of landings at each port have been compiled from these boat catch receipts or "pink tickets." We take this opportunity to express our appreciation and thanks to the women in the statistical unit who have so efficiently tabulated the thousands of boat deliveries made by the 6,000 commercial fishing boats and the 12,000 fishermen in the State.

LOCALITY OF CATCH, LANDING AND PROCESSING

During the period of the development of our fisheries the sailing craft fished near port and when gas engines replaced sail there were few trips at any great distance from port. The normal trip was one day—out in the early morning and back in the evening. The fishing



FIGURE 2. Salmon trolling boats delivering to a buyer-barge anchored near the entrance to Bodega Bay. Photograph by H. B. Nidever, June 30, 1934.

area therefore was within the boat's cruising radius. When our system of catch records was started the home port or point at which the fishing boat unloaded indicated the fishing locality with sufficient accuracy. The chief effort of our field men administering the catch record system was directed toward obtaining a more complete record of all fish caught and secondarily, the point of landing which determined roughly the locality of catch.

Later, diesel engines began to replace gasoline power, more fish was being caught, new and larger boats were built and there began the use of chipped ice to lessen the spoilage of fish in the hold. Refrigeration of holds came still later. These changes were in response to the need for longer fishing trips at greater distances from the home port and the consequent opening of untapped fishing grounds. Trips of two to five days became common and absence from port in some cases was as much as two weeks and even two months in the case of tuna trips to Mexico or Central America.

Obviously the point of landing no longer indicated the area fished. Therefore, we began collecting records of the fishing areas and in 1933 we adopted the system of numbered blocks of ocean water in order to record the locality where the catch was made. We now depend upon records of block numbers for catch locality in addition to the records of points of delivery.

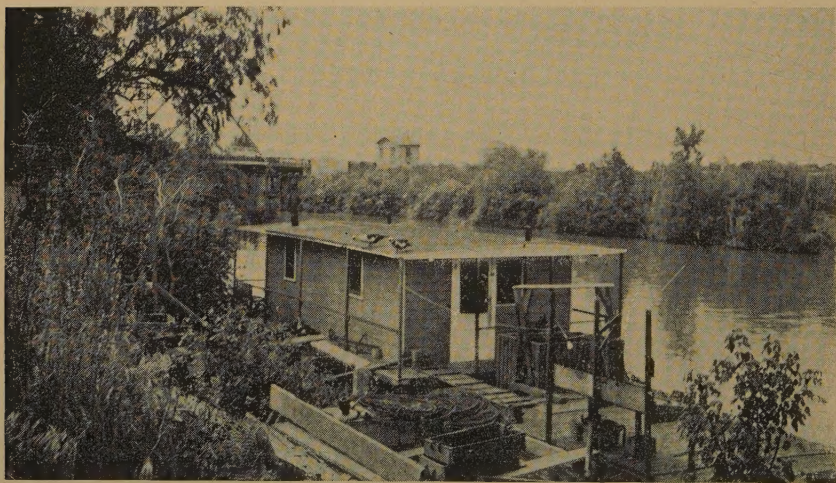


FIGURE 3. Catfisherman's ark and work barge at Georgiana Slough, Sacramento River. The fisherman and his family lived in the houseboat. The catch was prepared for market and nets were mended on the barge. Photograph by H. B. Nidever, May 5, 1936.

In past years fishing boats usually were unloaded at a recognized port where there were docks, either at a cannery or at a cleaning shed equipped with hoists and scales for weighing. The port was the settled place of business of the fish buyer. An exception was the case of a pickup boat that traveled about like a huckster wagon to the scattered points where a few fishermen were operating. The buyer on the pickup boat weighed the catch, issued the receipt and transported the catch



FIGURE 4. Catfisherman's ark and barge in Georgiana Slough near Walnut Grove (Sacramento County). Photograph by H. B. Nidever, May 5, 1936.

to the place of business of the buyer. Another exception was a buyer barge anchored at a convenient spot where scattered fishermen could deliver without making the longer trip to a port. The barges served as temporary ports of delivery.

The widespread use of trucks during the last two decades has forced upon us a distinction between point of landing and locality where fish are cleaned or otherwise processed. The established business locality of a fish dealer no longer implies that all his fish is landed there. The catches may have been picked up by trucks at several distant localities where the boats unloaded. Trucking is now so much the vogue that several canneries of the State are located at a distance from navigable water so that no boats unload there. All fish must be trucked to these plants. At another cannery on tide water there may be fish unloading from a boat, some unloading from a truck just arrived and some resold fish being loaded into another truck for delivery to some distant point.

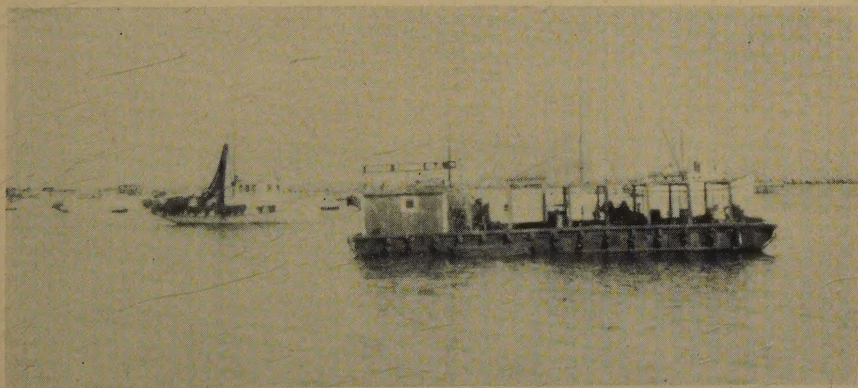


FIGURE 5. A buyer-barge operated by a San Pedro canning firm. The barge was anchored at Santa Catalina Island to receive albacore during the seasonal run. Photograph by Roger Chute, July, 1927.

We, therefore, distinguish between three localities: place of catch, place of unloading from the boat and place of cleaning or processing. The buyer making out fish receipts sometimes failed to make such distinctions and may have recorded fish as landed at his inland place of business. He meant the fish was "landed" there by truck but we reserve the term landed as meaning unloaded from a boat. In past years we have, therefore, records of fish transactions at inland localities without a clear distinction between point of boat delivery and place where the catch was cleaned or marketed. Such cases are now exceptional.

The deliveries to a town where fish is cleaned or processed may include a large poundage hauled there by truck but the record of volume of business transacted at the locality is of some interest. It is the information in which the local chamber of commerce is interested. The record of locality of catch is more important to the proper management of the fisheries. It is the basis for yield tables, that is, the record of fish yield from each ocean area. The place where the catch is brought ashore is relatively less important than the place of catch.

PICKUP

Our records for 25 or more years ago often were misleading in that fish landed at one port was credited to another. This came about in several ways but frequently it was due to the operation of huckster boats, especially in the San Francisco Bay area. These boats traveled about to points where fishermen could unload their catches to the pickup boat and save themselves the trip to an established market. The early catch records in many cases gave the locality of purchase which was a valid record of point of delivery but in other cases the fish

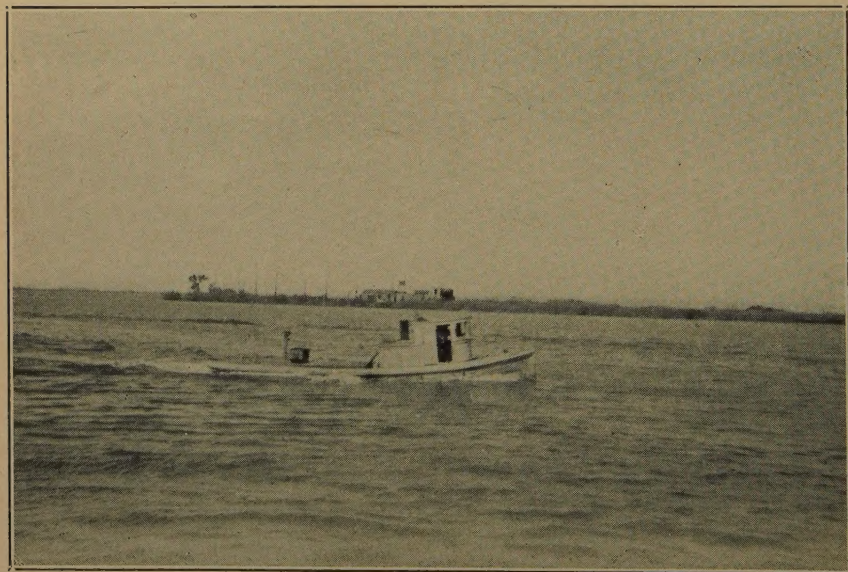


FIGURE 6. Small "pickup" boat used to collect the catches of scattered fishermen in the delta area. On the stern deck, platform scales are carried for weighing fish. Photograph by E. C. Scofield, September, 1925.

receipt gave only the business location of the buyer rather than the point of boat delivery. Thus salmon collected by a pickup boat out of Pittsburg credited the catches to that port when the fish actually were landed at a half dozen such points as Rio Vista and Isleton. In later years, when we had better catch locality records, the question of where catches were picked up became of less importance because we had a record of both the place of capture and place of cleaning or processing.

The pickup boat system developed during the years when fishing boats were changing from sail to gasoline engines. By 1910 it was estimated that 30 percent of the boats in the San Francisco area were powered by gas engines and the pickup practice is said to have started a few years before 1910. The delta area was not the only region where the pickup boats operated. For many years such boats were sent out from Santa Barbara by the "lobster king" to gather the catches from scattered camps on the islands of Southern California.

By 1910 automobiles and trucks were being perfected and roads were being improved. The practice of sending out pickup trucks developed and became widespread along the coast wherever leading ports were widely separated. Frequently the small catches picked up by the truck at a half-dozen spots were all credited to the city where the truck owner conducted his fish business and in a few cases that city was inland where no boats could land.

Along the Sacramento River and the delta area, the trucks took over the pickup business of small boats. Small scale trucking was conducted along the coast north of San Francisco and became important all along the coast of Southern California. For example, one dealer in Santa Barbara operated a regular pickup truck run northward to such towns as Goleta, El Capitan, Gaviota and Surf. Much of this poundage was credited to Santa Barbara where the fish receipt tickets were made out. The same market sent a truck south on a regular run to Carpinteria, Rincon, Ventura, Hueneme, and Point Mugu. Long Beach trucks ran both north and south to collect boat catches and to purchase bait to supply other fishermen as far south as the Mexican border.

Another form of pickup boat is the buyer barge anchored at a convenient cove where fishing boats can deliver. This, however, is in the nature of a movable market where fish are delivered and catch receipts are made out as at any established shore-side market. The accumulated catches are periodically sent by carrier boat to a fish market ashore. Because receipts usually have been made out on the barge these floating markets have caused little confusion in the records. Shelter Cove is an outstanding example of a barge locality where salmon and albacore are collected during the season. It is then a busy port but after the season it is just a little bight in an irregular coastline. For many years the tuna canners of Southern California maintained buyer barges in Baja California during the albacore season, and other barges have been operated at favorable localities, for example at Santa Catalina Island and San Diego Bay. Salmon buyer barges for many years past have been located at Point Reyes during the summer season. For several years the San Francisco purse seine boats unloaded sardines at an anchored barge in the Bay region.

The above discussion has mentioned buyer trucks operating over a regular route to collect small catches from scattered fishermen. This pickup trucking is distinct from transport trucks moving large loads of fish from one point to another. Transport trucking has become common practice all along the California coast and some of it is interstate. For example, refrigerated trucks brought down salmon from Washington and returned with avocados. In recent years cargo planes have been used to fly in lobsters and other fish from Mexico and to carry sea products from the coast to inland cities east of the Sierra Nevada. Most of these truck and plane shipments do not involve the accuracy of our catch records because they have been accumulated by a fish buyer after proper tickets have been made out to individual fishing boats.

PEDDLERS

While our fisheries were developing and the consuming population of the coast was small a large percentage of the fish catches were made by fishermen who peddled their own fish in the streets of their home ports. A familiar sight was a Chinese trotting down the street with a carrying pole over his shoulder supporting two large baskets of fresh fish nicely covered by wet seaweed. One such peddler of Pacific Grove called his wares: "Sammy, Lockcod, Smellit." Fish markets and canneries almost eliminated street peddling along the coast but the automobile enabled some men to continue their small retailing by driving to inland towns. The improvement of roads and the introduction of refrigeration still further reduced the number of peddlers so that now the question of keeping peddler records is a minor one. The poundage of fish so handled is small. Most of the remaining peddlers buy from a fisherman, issue a receipt at the place of landing and then drive to desert or mountain towns. In past years the huckster was responsible for some of the recording of fish transactions apparently landed at an inland town where the peddler lived or did his bookkeeping.

During the two years (1947-49) when fish retailers were licensed, the fish peddler was required to have a license. Since 1949, a license is not required of a peddler because he is a retailer. If he peddles fish he has caught himself he is required to keep the record of fish handled (Code Sec. 1095). If he buys from another fisherman he, as a retailer, keeps the record but if he buys from another dealer, or a market, he does not keep the record because the landing has been covered previously by the dealer who bought from the fisherman.

FISH DEALERS LICENSE

For many years the California law required a license for each place of business engaged in "canning, curing, preserving or packing fish." This was commonly known as a "packers license" (Code Sec. 1010a.). Paragraph c. of this code section provided for a license for anyone "dealing in mollusks or crustaceans by wholesale." This was known as a "dealers license" but no license was required of anyone dealing in other fish unless he packed or unless he handled clams, crabs, lobsters, etc.

Later it was thought necessary to require license of the fish dealer so Section 1010a was amended by the 1947 Legislature by adding the two words "or dealing" in fish. This amended law went into effect in the summer of 1947 and it was soon discovered that the addition of the two words went too far. The law then included every small seller of fish, even the several hundred inland butcher shops that retailed a little fish as a side line. License fees were collected from some chain stores but many small retailers decided to drop the handling of fish rather than bother with the license and the keeping of records. Others that occasionally bought a little fish from a peddler were given fish catch records books and sometimes entered purchases that already had been recorded at the place where the fish had been landed. There was minor confusion of the records and some catches were credited to inland towns miles from the nearest navigable waters because the dealer was unfamiliar with keeping fish catch records. Much travel time was spent by wardens to out-of-the-way dealers to collect the license fee and the records of the fish handled.

The confusion lasted two years but ended in the summer of 1949 as the result of a further amendment by the Legislature of that year. Two more words "by wholesale" were added to read "* * * or dealing by wholesale in fish * * *." Thus the dealers license, since 1949, has covered the wholesaling of fish, mollusks and crustaceans. Retailers are not licensed.

FACTORS AFFECTING DEVELOPMENT OF PORTS

SEA OTTER

The Spanish explorations along the west coast claimed the land for the Crown of Spain but little was done toward occupying the country. Trappers invaded the Central Valley of California, selling their beaver pelts to the English traders at Fort Astoria near the mouth of the Columbia River (1811) and Russians established settlements in California, primarily to gather the furs of "sea beavers" and secondarily to grow grain to feed their nationals in Alaska. Spain, fearing that Alta California might be lost to the Crown, decided to hold the new land by occupying it. Military forts (presidios), civilian towns (pueblos) and church settlements (missions) were established. Trade with foreign ships was prohibited and, a little later, under Mexican rule, the killing of sea otter was outlawed but smuggling flourished, and the hunting of otter and sea lions was carried on by ships of several nations. The most persistent hunting was conducted by the Russians and as early as 1804 they brought about 100 Aleutian Indians to the California coast to hunt otter from skin canoes.

Sea otter were abundant all along the coast but were especially plentiful around the Channel Islands and the Farallones. The mild climate and abundance of food from the oceans led to a dense population of native Indians along the shore, especially in the Santa Barbara region and on several of the Channel Islands, particularly Santa Catalina and San Nicolas. The peaceful natives of the islands were friendly but the Aleuts played too rough. When not hunting otter they killed as many men as they could find and carried off the native women. They were so efficient that in eight years (1812) the otter of the Channel Islands were becoming scarce and the population of native Indians on the islands had been greatly reduced. Scourges of measles contributed to the wiping out of the natives but a few survived and those remaining on San Nicolas Island were transported in 1835 to the mainland where they promptly died of measles.

In this chronicle of killing, the sea otter were the stakes. The furs were very valuable and fantastically high prices were paid for them by Chinese Mandarins. These prices attracted the greedy. The otter helped to settle California but they were reduced almost to the point of extinction till a belated state law of 1913 protected the remnant that was left along the San Simeon coast south of Monterey Bay.

LOGGING ON THE NORTH COAST

The small fishing ports of the northern coast of the State owe their beginnings to the need for logs rather than for fish. The City of San Francisco, with its rough board buildings and numerous devastating fires, was a ready market for lumber. At first the city depended upon imports on sailing vessels and later a scattered few local sawmills were erected but lack of transportation prevented the logging of the heavy

stands of timber throughout much of the State. The forests of the north coast, especially Humboldt and Mendocino Counties, were close to the ocean. There were numerous wooded canyons with coastal streams where small vessels might enter but in many cases loading was by overhead anchored cable off a high bluff facing the ocean. One of the first of the northern sawmills was erected in the summer of 1852 at Big River (Mendocino City) by Harry Meiggs of North Beach, San Francisco Bay. The following winter a second sawmill was built at Albion. This was followed, during the next few years, by a host of mills at the mouths of coastal streams where mill towns sprouted.

The shipping of supplies to the inland mines was responsible for developing the major ports such as Crescent City and Humboldt Bay but logging accounted for the little towns, often without harbors, such as Usal, Rockport, Hardy Creek, Westport, Cleone, Noyo, Caspar, Mendocino City (Big River), Little River, Albion, Navarro, Greenwood, Elk River, and Gualala. A few of these towns later became landing spots for fishermen in small boats but many of them became ghost towns after the boom period of logging (1860-1880).

At many points the logging company built narrow-gauge railways to handle logs to the mill and a few of these later were extended inland to connect with an established railroad. Eureka and Fort Bragg are examples of this opening to rail transportation which made possible the shipment of fishery products to San Francisco. The need for lumber stimulated the building of the North Pacific Coast Railroad (1874-1930), a narrow gauge from Sausalito into the redwood country north of Bodega Bay at Duncan's Mills and Cazadero. This "slim line" supplied the necessary transportation for opening Tomales Bay to commercial fishing.

WHALING

The harvesting of marine mammals is classed as a fishery although the capture of the fresh water beaver is not so considered. The quest for sea otter and sea lions played a leading role in the settlement of California but that is a long story in itself. Next to the trade in otter and beaver pelts, probably the first fishery in California to develop quantity production for export was whaling. It began soon after the Americans arrived in the State (about 1854) and continued, off and



FIGURE 7. Whale being hauled up the ramp into the Moss Landing whaling station. Photograph by the author, August 17, 1921.

on, until 1950. There were three distinct methods of operating and all three types of whaling were conducted along the California coast.

The most ancient type was called "shore whaling." A coastal locality was chosen as headquarters for rendering the blubber and whales were spotted from a lookout hill or from small boats that cruised within a 10-mile radius of the station. The animals were killed by hand-thrown harpoons and later by shoulder guns. The kill was towed to the beach, pulled up on the sand for flensing and frequently the rendering was done in open air kettles with the almost overpowering odor rising to high heaven. There were at different times 19 or 20 shore whaling localities along the California coast.

From the shore method of operating there developed the ship whaling in which the vessel, with rendering kettles aboard, became a moving station and the animals were flensed by rolling in the water alongside the ship. This is the type described by Herman Melville in "Moby Dick." Killing was still done from small boats. A very modern development of ship whaling was the use of a vessel built with an opening and ramp for pulling the whale inside the ship for flensing. We have few records of the localities and the production from ship whaling but a fleet of such vessels operated off our coast and many more hunted elsewhere in the Pacific but made San Francisco their headquarters.

The most modern type of operation is the use of large killer boats or tugs with harpoon cannon mounted in the bow. They cruise a hundred miles or more from a shore station. The killer boat inflates the carcass, tows it to the station and there the animal is hauled upon a platform or into a building for flensing, mostly by mechanical power. Three such modern stations operated in California: Moss Landing, 1919-1926; Trinidad Head, 1920; and Fields Landing, 1938-1950.

California shore whaling with small boats and beach flensing is said to have started at Monterey about 1854 (Starks 1922) and to have continued until about 1888, a period of roughly 35 years although two or three stations were active for brief periods in the mid-1890s. The fleet of whaling vessels (as opposed to shore stations) operated during these same years but after 1860 the use of mineral oils for heating and lubrication gave such competition to whale oil that vessels began dropping out of the fishery. The whaling fleet made San Francisco its headquarters and the oil yield from the numerous shore stations, including those of Baja California, was shipped out of San Francisco so that this city was the whaling as well as the fishing capital of the Pacific Coast for many years in the 19th century.

The shore stations did not operate continuously and frequently an abandoned station would reopen a few years later. The dates of operation for each of the early stations therefore are very sketchy. The following is a list of the California localities with notes on approximate dates when available.

Crescent City (Del Norte County) started about 1855;

Trinidad Head (Humboldt);

Bolinas Bay (Marin) started 1857;

Point Santa Cruz (Santa Cruz);

Half Moon Bay-Pillar Point (San Mateo) 1860 to sometime in the eighties;

Pigeon Point (San Mateo) 1862 to 1895;

Monterey (Monterey) 1854 to 1888, three stations. Revived for a period of two or three years about 1895;

Point Lobos (Monterey) 1862 to 1884;
 Point Sur (Monterey) 1877 to 1879;
 San Simeon (San Luis Obispo) 1865 to 1893;
 Port Harford, Whalers Point (San Luis Obispo) 1868 to 1887;
 Cojo Viega, Point Conception (Santa Barbara) 1879 to 1886;
 Goleta (Santa Barbara) 1870 to 1880;
 Portuguese Bend (Los Angeles) 1864 to 1884;
 Dead Mans Island (Los Angeles) 1861 to 1866;
 San Diego Bay (San Diego) Ballast Point 1856 to 1888. A second station started after 1856.

CANNING

The sale of fish in volume depends upon either a large consuming public nearby or preserving the fish in some manner for shipment to consumers at a distance. In California the disposal of fish in volume has depended upon canning, beginning with a salmon cannery in 1864. Other canneries followed, chiefly for sardines, tuna and mackerel, although lesser amounts of salmon, herring, yellowtail, squid and others, were processed. It was the catch of the species used for canning that swelled the state totals of poundage so that California became the foremost fishery state of the Union. The development of the fish canning industry in the last two decades is indicated in the accompanying table which shows the number of plants and the localities in the State where canneries have concentrated.

Nearly every fish cannery has a reduction plant for converting sardines and offal to meal and oil. There are (1952), in addition to these plants, about 14 independent reduction works (other than sardine plants) handling, under permit, offal, shark carcasses, rays, skates, ratfish or carp. These are located at Fields Landing, Chester (Plumas County), Noyo, Santa Rosa, Valley Ford, Petaluma, Richmond (two plants), San Francisco, San Jose, Moss Landing, San Luis Obispo, Los Angeles, and Terminal Island.

FISH CANNING AND SARDINE REDUCTION PLANTS

	1930	1935	1940	1945	1950
San Francisco District					
Pittsburg	1	2	2	1	--
Benicia	--	5	4	4	2
Richmond	--	3	16	19	21
San Francisco	--	2	3	7	15
McNears Pt.	--	--	3	3	3
Martinez	--	1	2	2	3
Port Chicago	--	1	1	--	--
Port Costa	--	--	2	--	--
Lake Almanor	--	--	--	--	1
Chester	--	--	--	--	1
Petaluma	--	--	--	--	1
San Jose	--	--	--	--	1
Fort Bragg	--	--	--	--	1
Fields Landing	--	--	--	--	1
Princeton	--	--	--	--	1
Half Moon Bay	--	--	--	1	1
Eureka	--	--	--	1	1
Bodega	--	--	--	--	1
Monterey District					
Monterey	15	13	16	21	25
Moss Landing	--	1	2	5	14

FISH CANNING AND SARDINE REDUCTION PLANTS—Continued

	1930	1935	1940	1945	1950
Los Angeles District					
Terminal Island -----	5	7	11	11	13
Wilmington -----	3	2	2	3	7
Long Beach -----	1	2	3	5	7
Newport -----		1	--	--	3
Hueneme -----	1	--	--	--	1
Oxnard -----		--	--	--	1
Los Angeles -----		--	--	--	1
San Pedro -----	1	--	1	--	--
San Diego District					
San Diego -----	1	2	4	4	5
Point Loma -----	2	1	--	--	1
Totals -----	30	43	72	87	132

An account of California fish canning is not complete without mentioning the picturesque codfish packing plants of San Francisco Bay. For a 75-year period (1863-1937) Alaska codfish were repacked, either hard salted, dried, brined, filleted or put up in tins at plants in the Bay area. The Union Fish Co. plant at Belvedere on Richardsons Bay (Marin County) operated for three quarters of a century and the Alaska Codfish Co. packed for a short period at Redwood City (San Mateo County). Schooner-rigged sailing vessels out of San Francisco fished Alaskan waters by the old New England system of the mother ship dropping off dories with one or two fishermen each to handline the cod. The fish were cleaned and salted aboard the schooner and returned to San Francisco for repacking. Later the preliminary salting aboard ship was supplemented by Alaskan shore stations but mother ships out of San Francisco continued till the end of the period when the long haul from Alaska was no longer profitable.

This salted codfish brought into the State was not recorded in our tables of fresh fish landings but the operation was a California enterprise and the Alaska trips added to our store of romantic yarns of our fisheries, including the shanghaied sailors from the San Francisco waterfront bars and the Barbary Coast.

OCEAN SPORT FISHING

Sport fishing in the ocean has had such phenomenal growth in the last 20 years that the sport take of a number of species now exceeds the commercial catch. Providing sport fishing facilities has grown into big business involving heavy investment in boats, barges, tackle and bait. In 1952 there were more than 400 party boats and about 450 charter craft with 21 anchored barges for sport fishing in the open ocean. This does not include the thousands of striped bass fishermen, the skiff anglers at many ports nor the pier and surf casters. If we include all these we find that of the total number of fishing days (25,000,000 in 1951) nearly half were spent on salt water.

All the common methods of fishing and different kinds of gear are employed by sportsmen. Pole and line fishing from the rocks is popular but casting in the surf has a following of enthusiasts who would feel disgraced if discovered taking fish in any other manner. Others, by the thousands, prefer basking in the sun all day for a small catch from



FIGURE 8. Sportfishing "party boat" off Long Beach. *Photograph by D. H. Fry, Jr., October, 1939.*

a public pier. More opulent sportsmen fish from a rented skiff with outboard motor or purchase a ticket on a scheduled fishing boat called a "party boat." Most of the party boats leave early in the morning and remain out for most of the day, hence "day boat." Others return to port about noon and make a second trip in the afternoon and thus are called "half-day boats." A group of sportsmen may prefer a party of their own choosing and hire, for the day, a boat called "charter boat." The fishermen preferring a less costly trip may purchase an all-day ticket on an anchored barge where bait and tackle are provided and he is transported to and from the barge by a "shore boat" or water taxi. At each of the sheltered ports there is a fleet of privately owned and operated pleasure fishing boats that troll, hand line or drift for pole and line fishing. A few people seek crabs with a circular lift



FIGURE 9. A floating cannery to pack salmon for sport fishermen. It was anchored in the lagoon at the mouth of the Klamath River. *Photograph by H. B. Nidever, July, 1931.*

net or run a few traps for lobsters. In Northern California a popular but hardy sport is to fish for smelt in the surf with the Indian "A frame" or triangular dip net.



FIGURE 10. An old sailing vessel converted to a pleasure fishing barge anchored in Southern California waters. *Photograph by R. S. Croker, September, 1931.*



FIGURE 11. Fishing for salmon with drift gill nets at the mouth of the Klamath River. *Photograph by Hazeltine, 1913.*

SKIN DIVING

The sport that has had the most spectacular growth in the last 15 or 20 years is "skin diving" with rubber foot fins and face plate. Mollusks and crustaceans are taken very successfully in the bare hands and a short spear is used for fish. Many clubs have been organized by these enthusiasts and two associations of clubs have been formed. A monthly magazine is devoted exclusively to skin diving. Some party and charter boats cater to skin diving parties only. Individuals have dived for lobster and abalone for many years past but the first organization is said to have been the "Bottom Scratchers Club" of San Diego whose members operated at Point Loma and La Jolla. This type of fishing is now pursued at almost every available spot from Point Conception southward into Baja California. The sport is spreading to the

north and there is an association of northern clubs from Monterey to the Oregon line. The localities best known to southern skin divers are Carpinteria Reef, Solromar (or Harrisons Landing), Point Dume, Santa Monica Bay points, Corona del Mar, Dana Point, La Jolla, Point Loma and at Ensenada and other points in Mexico. A recent development has been the use of an Aqualung or device for dispensing air so that the diver can stay submerged for long periods.

Surfboard riding, Hawaiian style, is a small but growing sport that is not fishing but for the less skillful is apt to be skin diving. There are, along our southern coast, two especially favorable spots for surf boarding: Malibu Beach and San Onofre.

LEGISLATION

General

The species delivered and the poundages landed at various fishing ports are profoundly affected by state legislation intended to protect the supply of fish against overharvesting. The legislation takes several different forms. 1. The most obvious and direct effect upon landings is the state-wide prohibition of the sale of a species. The commercial catch of that species immediately drops to the few pounds landed by poachers and these are not reported. Examples are the law against possession of sturgeon (1901), sale of striped bass (1935) and sale of Pismo clams (1947). 2. The closure of an area may have the same effect locally. An example was the progressive closure of the northern streams of the State to the commercial taking of salmon and other fishes. Other small areas have been declared by law as a refuge where all commercial fishing is prohibited. 3. We have many closed seasons in which fishing for a species is prohibited during a part of each year. 4. The gear used may be so regulated by law that the catch of a species is greatly reduced. 5. Other laws may permit the taking of only certain sizes of fish (size limits). 6. A rarely used protective measure is the prohibition of the taking of one sex of fish. Example is the law against taking the female of the market crab. 7. A less frequently used but very efficient protective measure is the bag limit in which the total take of a species for a region or the catch by a fishing unit is limited by law.

The majority of our protective laws are a combination of two or more of the above named prohibitions. For example, a law may combine five of the principles in that one kind of net may be used for taking certain species in prescribed areas during a portion of the year provided no fish under a specified size are taken.

Throughout the history of the California fisheries there has been a steadily increasing number of legislative acts intended to protect our fish supply against overfishing. In too many instances the protection has been too little and too late.

Following are listed a few of the state laws that have influenced the species or the volume of commercial fish landed at various ports. Included are some of the events (not legislative) that have had a part in the development of the fisheries of the State.

1848 A colony of full-time Italian fishermen arrived in San Francisco.

1852 First California salmon law. Weirs or obstructions prohibited and closed season established.

- 1863 First vessel load of Alaska codfish arrived in San Francisco.
- 1864 First Pacific Coast fish cannery (across from Sacramento).
- 1870 California Board of Fish Commissioners created.
- 1870 Eastern oysters introduced.
- 1871 Shad introduced.
- 1874 Catfish introduced.
- 1876 First paranzella trawl in the State.
- 1878 California Fish and Game Commission created.
- 1879 Striped bass introduced.
- 1881 Law against pound or set nets and weirs.
- 1887 Commercial fishermen licensed.
- 1889 First sardine cannery (San Francisco Bay).
- 1894 Purse seine introduced.
- 1895 Law prohibited sturgeon setlines.
- 1898 Start of mild curing salmon.
- 1901 Possession of sturgeon prohibited.
- 1905 Lampara net introduced.
- 1906 Albacore canning started.
- 1912 Volume canning of tuna started.
- 1915 Drying of abalone prohibited.
- 1919 Mad River closed to salmon netting.
- 1921 Eel River closed to salmon netting.
- 1923 Beach seines for salmon prohibited.
- 1928 Canning of Pacific mackerel started.
- 1933 Smith River closed to salmon netting.
- 1934 Klamath River closed to salmon netting.
- 1935 Sale of striped bass prohibited.
- 1947 Sale of Pismo clams prohibited.
- 1949 Sale of razor clams prohibited.
- 1951 Most of the delta area closed to netting.
- 1953 Sale of catfish prohibited.

Delta Area Net Law of 1951

A legislative act, in effect in September, 1951, closed all the Sacramento-San Joaquin River and delta area (above a point near Pittsburg) to all nets except fyke nets for catfish and carp traps. The elimination of drift gill nets in this area practically canceled the salmon and shad landings at the river towns. Most of these towns on the rivers



FIGURE 12. Drift gill netting for salmon in the Sacramento River.
Photograph by H. B. Nidever, May 11, 1936.



FIGURE 13. Typical river gill netter drifting for salmon, shad or striped bass in the delta area. The size of the mesh in the net determined the species caught. Netman in the bow "running" the net to remove the catch. "Boat puller" at the oars in the stern. Photograph by the author, September, 14, 1926.

became known as fishing ports because of the deliveries of gill-netted salmon, shad and striped bass. The landings of the other species were minor so that the prohibition of gill nets has reduced these ports to a position of insignificance as fisheries towns.

One early result of the 1951 Net Law was the spread in the effort expended in trapping catfish and the consequent heavy strain upon the supply. A score of small delta area towns reported, for the first time, landings of catfish in 1951. In many cases, fishermen who had been gill netters turned to catfish trapping in 1951. A number of fishermen moved to other localities where they fyke-netted and thus developed new delivery points for their 1951 catches. In a few cases rather insig-



FIGURE 14. Resort for striped bass fishermen on Hastings Slough near Port Chicago. Photograph by R. S. Croker, March, 1936.

nificant localities in the delta area had either considered their previous landings too small to record or the fish in the past had been sent out by pickup truck and recorded elsewhere. A study of the fishery was under way at that time and it stimulated interest in catfish so that a number of small buyers were, for the first time, given fish receipt books for recording their purchases. The result has been the adding of about two dozen names of landing spots to our list of fishing ports. It is very doubtful if these small settlements will continue to be landing points for fish now that the sale of catfish has been prohibited by a legislative act of 1953.

LIST OF PORTS BY COUNTIES

Del Norte	Sonoma	Alameda
Smith River	Stewarts Point	Hayward
Fort Dick	Fort Ross	Alameda
Crescent City	Jenner	Oakland
Requa	Bodega Bay	Berkeley
Klamath	Healdsburg	
	Sebastopol	
	Petaluma	
	Valley Ford	
Siskiyou	Marin	Contra Costa
Yreka		Richmond
		Point San Pedro
		El Sobrante
		Carquinez Strait
		Crockett
		Port Costa
		Point Carquinez
		Ozol
		Martinez
		Port Chicago
		McAvoy
		Pittsburg
		Antioch
		Oakley
		Brentwood
		Orwood
		Bethel Island
		Old River
Humboldt	San Francisco	Solano
Orick		Vallejo
Trinidad	Dillon Beach	Benicia
Moonstone Beach	Tomales Bay	Suisun
Clam Beach	Tomales	Collinsville
McKinleyville	Hamlet (Telmat)	Rio Vista
Mad River	Nicks Cove	
Arcata	Blakes Landing	
Bayside	Blue Baie Tavern	
Eureka	Marshall	
Samoa	Marconi	
Bucksport	Millerton	
Humboldt	Tomales Bay Oyster Co.	
Buhne's Point	Bivalve	
Fields Landing	Point Reyes Station	
Ferndale	Inverness	
Cape Mendocino	Point Reyes-Drakes Bay	
Fortuna	Bolinas Bay	
Miranda	Stinson Beach	
Shelter Cove	Sausalito	
	Mill Valley	
	Tiburon	
	California City	
	San Quentin	
	San Rafael	
	Point San Pedro-McNears	
	Pt.	
	China Camp	
Mendocino	Piumas	Yolo
Juan Creek		Broderick (Washington)
West Port		
Noyo-Fort Bragg		
Caspar		
Mendocino		
Albion		
Port Arena		
Gualala		
Thorn		
Lake	Plumas	Yolo
Lakeport		
Upper Lake		
Nice		
Lucerne		
	Lake Almanor-Chester	

San Joaquin

Lockeford
Woodbridge
Lodi
Acampo
Middle River
Schultz Landing
Holt
Tracy
Lathrop
Stockton
Manteca

Stanislaus

Modesto
Newman (Hills Ferry)

San Mateo

Daly City
San Mateo
San Carlos
Redwood City
Menlo Park
Rockaway Beach
San Pedro Valley
San Pedro Point
Point Montara
Moss Beach
Miramar
Princeton by the Sea
Half Moon Bay
Martins Beach
Pigeon Point
Point Ano Neuvo

Santa Clara

Sunnyvale
Alviso
San Jose
Campbell

Santa Cruz

Davenport
Santa Cruz
Capitola
Soquel
Aptos
Watsonville

Monterey

Moss Landing
Seaside
Monterey
Pacific Grove
Carmel
Point Lobos
Point Sur
Salinas

Fresno

Caruthers

San Luis Obispo

San Simeon
Cambria
Cayucos
Morro Bay
Avila-Port San Luis-Port
Harford
San Luis Obispo
Shell Beach
Pismo Beach
Grover City
Oceano
Arroyo Grande
Nipomo

Santa Barbara

Guadalupe
Santa Maria
Los Alamos
Surf
Point Arguello
Point Conception
Gaviota
Refugio
El Capitan
Naples
Goleta
Santa Barbara
Summerland
Carpinteria
Rincon Point
Santa Barbara Islands
Island of Santa Barbara

Ventura

Ventura
Oxnard
Hueneme
Point Mugu
Sycamore Beach
Harrisons Landing (Solro-mar)
San Nicolas Island

Los Angeles

Point Dume
Paradise Cove
Malibu Beach
Las Flores
Topanga Beach
Pacific Palisades
Santa Monica
Ocean Park
Venice
Playa del Rey
Manhattan Beach
Hermosa Beach
Redondo Beach
Lunada Bay
Long Point
Portuguese Bend
White Point

Cabrillo Beach
San Pedro
Wilmington
Terminal Island
Los Angeles
Lennox
Lynwood
Gardena
Torrance
Long Beach
Santa Catalina Island
Avalon
San Clemente Island

Orange

Los Alamitos
Seal Beach
Anaheim Landing
Sunset Beach
Huntington Beach
Santa Ana
Newport Beach
Costa Mesa
Corona del Mar
Laguna Beach
Dana Point
Capistrano Beach
San Clemente

San Diego

San Onofre
Oceanside
Carlsbad
Encinitas
Cardiff
Solana Beach
Del Mar
La Jolla
Pacific Beach
Mission Beach
Ocean Beach
San Diego and Point Loma
El Cajon
Lemon Grove
National City
Chula Vista
Palm City
Coronado
Imperial Beach
Tijuana Slough

Imperial

Salton Sea

Riverside

Elsinore

San Bernardino

Big Bear

State-wide

Floating reduction plants

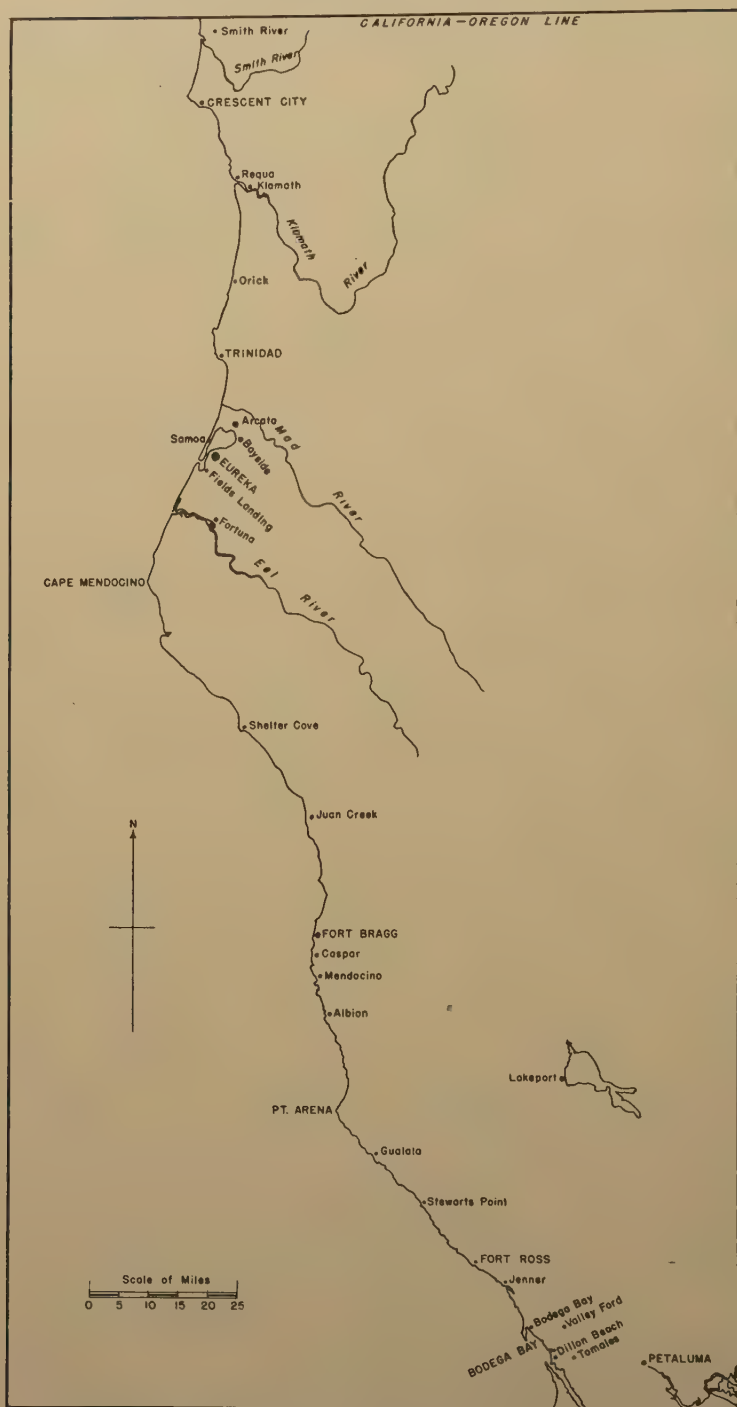


FIGURE 15. The northern coast of California from Smith River to Bodega Bay

FISHING PORTS

DEL NORTE COUNTY

Smith River

Located in the northwest corner of the State, six miles south of the Oregon state line. The river was discovered June, 1828, by and later was named after Jedediah Strong Smith, famous mountain man, trapper and explorer, who was the first to cross the Sierra Nevada into California and the man who blazed the trail from the Sacramento Valley into Oregon. It was down this trail that the Hudson Bay Company trappers invaded Central California (1832-1845) and caused such concern among the officials of Alta California. In 1849 men from Oregon followed this trail to the "diggins."

For many years the town was a well-known landing place for river-caught salmon and steelhead and it supported salmon canneries. The first cannery on the river was built prior to 1880. In addition, Smith River salmon were hauled across the state line for delivery at canneries in Oregon. In 1933 the river was closed to commercial fishing. In other parts of the State beach seines to take salmon were prohibited by an act of 1923 but Smith River was given an additional 10 years of grace. There are now no fish handling facilities on the river. Small amounts of salmon have been smoked but very little in the last three or four years. Through the 1930's the river catch averaged about 17,000 pounds per year with more than 55,000 pounds in 1932. There have been no deliveries in recent years.

There is sport angling for salmon and steelhead and the river is a resort area during the salmon runs.

Fort Dick

Located 10 miles south of the Oregon state line on U. S. Highway 101, eight miles north of Crescent City and three miles inland from the coast. This spot is in no sense a delivery point for fish. The only record from there was 150 pounds of whitebait in February, 1932.

Crescent City

Located on the coast 20 miles south of the California-Oregon line. Although Jedediah Strong Smith scouted the trail from the Central Valley of California to Oregon in 1828, the Crescent Bay area was opened up by gold prospectors who arrived by ship (1850) after the discovery of gold on Trinity River. A shipload of settlers arrived in February, 1853, and the town was laid out. Pack trails were built to the interior and to Oregon and the town at once was a trading port for supplying the mines. By the end of the first year (1854) Crescent City had 300 buildings. A local gold discovery led to the staking out of claims in the neighborhood and even on the beach in front of the town. Several nearby gold towns sprouted but withered in a year or



FIGURE 16. Crescent City Harbor. *Photograph by the Waves Research Laboratory, University of California, November, 1946.*

two. Crescent City was made county seat of "Klamath County" (1854-1855) and was boosted as the site for the state capital but a dozen other towns were striving for that honor. A whaling company started in 1855 on "Whalers Island." Ships were assisted in making port by a lantern run up on a high pole but this was replaced by a government lighthouse in 1856. The modern Saint Georges Reef Lighthouse was completed in 1891.

There are now four piers at Crescent City, one of which is a private lumber handling wharf. One is a fish cannery pier. The oldest fish pier is now badly damaged by wave action. A recently constructed municipal pier is the receiving point for about 90 percent of the fishing boats in the harbor. The three fish piers are equipped with hoists, scales and truck roads. There is a modern fish cannery at the port and a crab processing plant. Most of the boats are salmon trollers and crab boats but there is some set lining and occasional deliveries by trawlers. The town is chiefly a crab and salmon port but other species landed are sole, lingcod, rockfish, flounder, whitebait, smelt, albacore, sablefish, surf perch, shark and halibut. The average landings are



FIGURE 17. Sport casting for salmon and steelhead from shore and from skiffs at the mouth of the Klamath River. Photograph by Martin of Eureka, August 31, 1932.

3,000,000 pounds per year but amounted to 4,000,000 pounds in 1949 and 1950. All fish goes out by truck.

Sport fishing boats may be chartered at the city dock and two regular party boats operated in 1952.

Requa

Located 20 miles south of Crescent City at the mouth of the Klamath River. The name is that of a Yurok Indian village—Rekwoi. Klamath is an Indian tribal name. A Hudson Bay Company trapper named Ogden discovered the upper Klamath in 1826. The lower river was explored by Jedediah Strong Smith (1828) who camped at the river mouth, but for several years this stream was confused with other rivers. Gold prospectors found "color" here and the boom town of "Klamath City" was started in 1851 at the river mouth but was abandoned the following year.

In the early 1900's there were three salmon canneries and a cheese factory at this site. The first salmon cannery was built in 1888. Fishing was done by Requa Indians gill netting from dugout canoes. By 1918 all but one cannery were abandoned but this one (the Fields Cannery) continued to operate until January 1, 1934, when state law closed commercial fishing in the river. In order that all the Indians would have an equal chance at the fish, no nets were permitted out of a canoe until an evening bell at the cannery was rung. The fishermen were on location and when the bell rang there was a clatter of wooden floats on the gunwales as the nets were shot.

The little town, mostly Indians, was known to sportsmen before the turn of the century. The Requa Hotel was well filled by sportsmen seeking salmon at the lagoon or steelhead up the river. Stages from Eureka ferried across the river to make their night stop at Requa. After the bridge in 1925 replaced the ferry much of the sport fishing moved up river to the new town of Klamath but Requa still has a host of fishermen during the season.

The recorded fish landings at Requa, up to the time the last cannery closed, were almost entirely salmon. The gill-netted sturgeon were spirited away by the Indian fishermen. Since 1932 the commercial landings have been light, averaging 40,000 pounds per year. In 1951, the leading species were rockfish, albacore, sole, salmon, sablefish, lingcod, smelt, crab and sanddab.

Sport angling for salmon and steelhead is now the chief activity of Requa.

Klamath

Located on Klamath River three miles upstream from the river mouth. This is a modern town that has sprung up since the completion of the Highway 101 Bridge (1925) across the river. Formerly the highway crossed by ferry close to the river mouth at Requa. The original Klamath City was founded in 1851 by miners near the mouth of the river in the hope of developing a great shipping port but the sand bars at the river mouth made entrance difficult for any but small boats. No gold was found here so the city was abandoned the following year.

Klamath River was closed to commercial netting in 1934 and the Town of Klamath has since been a sport fishing center provided with trailer camps and skiff rentals for trolling in the river and in the lagoon at Requa. About one mile below town is a well-equipped cannery where sport catches of salmon are processed for anglers.

The commercial landings at Klamath never were great as compared with Requa. The peak year was 1932 with 245,000 pounds of salmon, but we suspect that some of the records giving Klamath as the landing point really intended Klamath River, which would be Requa. The town is now a mecca for salmon and steelhead anglers.

SISKIYOU COUNTY

Yreka

Located 75 miles from the ocean, seven miles south of the Klamath River on U. S. Highway 99, 20 miles south of the Oregon state line. In 1851 the mining camp was called Thompsons Dry Diggings and later Shasta Butte City. It was renamed Wyreka from the Indian name of Mount Shasta "Ieka" and finally Yreka. Obviously this inland town is not a fishing port but through a misunderstanding of locality records 1,280 pounds of crab and clams were credited to Yreka in 1940.

HUMBOLDT COUNTY

Orick

Located near the mouth of Redwood Creek 15 miles south of the north line of Humboldt County and 15 miles north of Trinidad. The name is that of a former Indian village on the south bank of Redwood Creek near the ocean mouth. The little town was the noon stop for lunch on the all day stage ride between Eureka and Requa. It has never been a fishing town but 90 pounds of fish in 1931 and 130 pounds of smelt in 1950 were credited here.



FIGURE 18. Trinidad Head. Harbor and pier to the right of center. *Photograph by the Waves Research Laboratory, University of California, November, 1946.*

Trinidad

Located on the coast 20 miles north of Eureka. This bold headland, a rock dome 380 feet high called Trinidad Head, was named by two Spanish mariners, Bodega and Haceta, who entered the bay on Sunday, June 9, 1775, the day of the "most holy Trinity," hence Trinidad. Vancouver landed here (1793). Like several other northern ports, Trinidad or "Warnersville" got its start (1850) from gold seekers and did a brisk business supplying inland miners. It is one of the old towns along our north coast and was the first town in the present Humboldt County (then Klamath County) and was the county seat (1851-1854). In its second year it had a population of over 2,000 people. It soon became an important whaling station. As the mining boom slackened, the town dwindled although logging in the region maintained the town for a time. A modern whaling station opened here in 1920 and operated intermittently until 1927. The town is now just a small settlement. There is a lighthouse (1871) on the rock dome. A 20-acre tract is reserved as Trinidad Beach State Park.

In the cove south of the rock there is anchorage for local trollers and a wharf with hoists for unloading fishing boats. All fish goes out

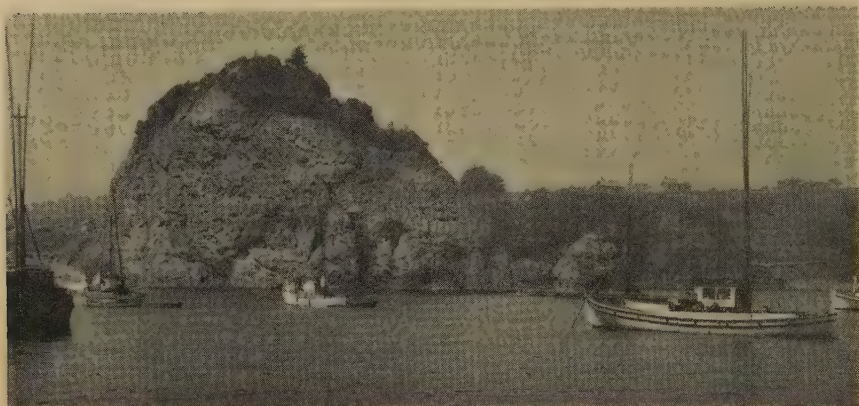


FIGURE 19. Salmon trolling boats at anchor in the lee of Trinidad Head.
Photograph by R. S. Croker, July, 1937.

by truck, mostly to Eureka. In the town there is a small smoke house for fish and usually there are one or two crab stands selling to tourists on the highway. The commercial fish landings have averaged under 1,000,000 pounds per year with a peak in 1946. The chief species have been salmon and crabs. Others have been albacore, rockfish, surf perch, smelt and lingcod.

Skiffs and outboard motors may be hired at the cove and this spot is becoming popular for salmon trolling. In 1952 three party boats and one charter boat operated out of Trinidad. Considerable amounts of sport-caught salmon are trucked to the sportsmen's cannery at the City of Klamath.

Moonstone Beach

Located three miles south of Trinidad and three miles north of Clam Beach. It has never been much of a fisheries town but there used to be a fish market there selling crabs and smoked salmon. Also salmon were smoked for sportsmen. For three years (1939-1941) crabs were delivered there, averaging 3,500 pounds per year.

Clam Beach

Located six miles south of Trinidad. There is no town, only a wide sandy beach famous for its razor clams. In past years, the clams were harvested commercially. Most of them were used locally at restaurants along the highway although a few of them went by truck to fish markets. The beach suffered depletion, much as the Pismo clam beaches of Southern California and the Legislature of 1949 took razor clams off the list of those that could be sold. Since then the beach has attracted growing numbers of tourist diggers.

McKinleyville

Located on U. S. Highway 101 two miles north of Mad River and five miles north of Arcata. This is now merely a roadside small market. There had been a very small settlement named after Wm. McKinley, President at the time. A creamery was established here in 1898. The market handled fish bought from local fishermen and did some peddling



FIGURE 20. An Indian dip netting for surf fish near Orick, Humboldt County.
Photograph by Martin of Eureka, August, 1930.

of meat and fish in the neighborhood. The fish deliveries were made in the three-year period 1938-1940. The annual average was 3,000 pounds. Salmon was the chief species with lesser amounts of smelt.

Mad River

This river flows a little west of north and empties into the ocean three or four miles north of Arcata. The area was explored in 1849 by quick tempered Dr. Gregg who displayed a fit of anger and members of his party picked this incident as a name for the river. There are no fishery facilities and no landings have been reported in recent years. Surf fish are caught at the mouth of the river and most of it is taken to Eureka. In past years much of the surf fish was peddled in neighboring towns.

Arcata

Located on Humboldt Bay 10 miles north of Eureka. The town was founded in 1850 as Uniontown, later called Union (1850-1860). It was the county seat (1850-1856) when Humboldt County was organized. This town, as well as several others farther north, was built up by the pack train trade with the inland mines. In the 1850's the town

was renamed Arcata, the original Indian name for the spot. Several towns on Humboldt Bay were striving to be the leading port and so long as mining continued Union was in the lead. When the mines failed, lumbering partially took the place of the mine trade but Eureka was better situated for lumber shipment and won first place as the port of Humboldt Bay. In 1857-1860 Bret Harte lived at Union serving on the newspaper "Northern Californian." A State Normal School was located at Arcata (1913) and was made Humboldt State College (1921).

There are no fish handling facilities here. The records show smelt and whitebait handled here but much of this came from Mad River. One smelt fisherman living in Arcata recorded all his catches as landed at Arcata no matter where he fished or landed. Peddlers recorded this town as the landing place if the fish was sold here so early figures for Arcata landings are misleading. The records show an average of 3,000 pounds per year of smelt, whitebait and surf perch. In 1950 there were recorded 42,000 pounds.

Bayside

Located two miles south of Arcata, inland a mile or two on the old highway around the east side of Humboldt Bay, a little town now a mile east of the present highway. There are no fish handling facilities but when the town was on the main road, a crab stand bought from fishermen and sold to passing travelers. Frequently these small amounts either were not recorded or were properly credited to the point where the fishing boat landed. There is one record of 300 pounds of crabs in 1939 at Bayside.

Eureka

Located on Humboldt Bay 85 miles south of the Oregon state line. This is the largest California coastal city north of San Francisco. The bay was discovered in 1806 by sea otter hunters of the Russian American Fur Co., three years before the Russian settlements at Bodega and the Farallon Islands. It was named Bay of the Indians because of the numerous native villages in the locality. There was a rediscovery of the bay in 1849 and the town of Eureka was laid out (1850) and at once developed trade with the mines. It was made county seat in 1856. As the mines closed, logging took the place of that trade and Eureka, being better located for shipping lumber, became the leading port of the bay. Its rivals, Union (Arcata), Bucksport and Humboldt City (south of Bucksport) dropped behind and the latter faded out entirely.

In 1857 a colony of Chinese fishermen located on Humboldt Bay. Beach seines were used and the catches were dried for shipment to San Francisco by steamer. From 1858 to 1868 there was an active shark fishery for the oil. Local railroads out of Eureka were built (1871) for hauling in logs to the sawmills.

More than 40 years later (in October, 1914) the logging railroads were connected with the inland North Western Pacific Railroad which made an outlet for fish shipments to San Francisco by rail. The catches then were mostly troll caught salmon and crabs taken in traps with lesser amounts of sablefish, rockfish, halibut and sole caught on setlines.

From the early days to the present, the taking of Humboldt Bay crabs has been an outstanding fishery of this port. In the period 1935 to 1940 there was a pronounced shift of trawler vessels away from San Francisco to our north coast with headquarters in Eureka. This resulted in greater landings of flatfishes and this port became the most important fishing center north of San Francisco. The "ballooning" of the otter trawl nets (1943) caused a decided increase in the poundages of rockfish landed. During the more recent quest for vitamins from fish liver oils there was an extensive shark fishery out of this port. A couple of decades ago there was a boom in oyster culture in the bay but this is now inactive.

At Eureka there are unloading docks and a city anchorage for fishing boats. There are half a dozen wholesale fish houses, most of them with modern assemblyline type of cleaning tables for preparing frozen fillets. Two small canneries were active; one is still canning salmon and albacore. A cannery for sport caught fish operated through 1950 but is now closed.

The leading species landed as of 1951, in order of volume, were: sole, crab, rockfish, sablefish, salmon, albacore, flounder and lingcod. For the past 20 years the annual landings have been 12 to 17 million pounds. There were 21 million pounds in the peak year 1950.

Humboldt Bay has become a sport fishing center with a number of spots supplying skiffs and motors for hire. In 1952 there were, in addition, four party boats and two charter boats running out of Eureka.

Samoa

Located 10 miles west of Arcata on the long sandspit forming the west side of Humboldt Bay. It takes its name from the Samoa Lumber Co. that operates a large sawmill there. It is the home of a dozen or more salmon trollers and setliners. For a couple of miles on either side of town there are small docks and sheds for gear, close to the homes of fishermen. There are no fish markets and fish deliveries are made to Eureka eastward across the bay. A total of 8,000 pounds of crabs was credited to Samoa in the three years 1938, 1940 and 1941 but this was the result of bookkeeping rather than actual delivery of the shellfish. The landings were made at Eureka by fishermen living in or near Samoa.

Bucksport

Located on the south edge of the present City of Eureka. A land expedition discovered Humboldt Bay in 1849 and the following year a settlement was started by an explorer, David A. Buck. It soon became a shipping point and promised to outstrip Eureka as the leading port of Humboldt Bay. In 1853 Fort Humboldt was located on the mesa overlooking the town. Stationed at the fort was an obscure young Army captain who spent most of his time hunting ducks on the bay or lounging at a local bar but he later became better known as a general by the name of U. S. Grant. Later, as the economy of the region changed from mining to lumbering, shipments to the mines via Bucksport fell off, lumber export was more convenient through Eureka, Bucksport began to languish and Eureka forged ahead. Bucksport is now only a little suburb.

There are no unloading facilities at this town but several crab fishermen live in Bucksport and there have been, in recent years, small amounts of crabs peddled to highway restaurants and crab stands. However, most of the catches by local fishermen have been delivered in Eureka. There is a salmon smoker in town who sells cured fish to the public and there is some smoking of salmon caught by sportsmen.

One mile south of Bucksport, between the town and Fields Landing, at Elk River is a tallow works that utilizes fish scrap and crab shells from the Eureka markets. This plant in the past reduced shark carcasses as well as fish offal.

Humboldt

Located a little way south of Bucksport and Eureka, a town called Humboldt City was founded in 1850 but it did not thrive and by the following year it was almost abandoned. There is no such "city" now and has not been for the past century. The bay was named after the German naturalist Alexander von Humboldt. It was entered first in 1806 but was not named. A land expedition of December, 1849, discovered the bay and in April, 1850, a ship crossed the bar to the bay. The Russians had called the bay Rezanof.

In 1932, 882 pounds of Washington clams were credited to "Humboldt" but if the buyer making out the record knew what he meant he has kept it a secret from us.

Buhnes Point

Located south of Bucksport and less than a mile north of Fields Landing is a sport fishing center known also as "King Salmon" and "E. Z. Landing." The point is named for an officer (Hans Buhne) of a trading ship that launched a small boat to enter the bay from the ocean in 1850. At this point a channel has been dredged. Docks, floats, locker rooms and other conveniences for sportsmen have been installed. Here at least 100 rental skiffs with outboard motors are available for sport fishing in the bay and outside the entrance. The chief sport is salmon trolling. In 1952 there were three party boats operating out of this port. There is little or no landing of commercial fish here.

Fields Landing

Located on Humboldt Bay seven miles south of Eureka. This is a town of 370 population, and a well equipped fishing port. There are three buyer plants with docks, hoists, scales and modern equipment for handling fish. A boat repair yard with ways is located here. Two of the plants are provided with assemblyline style tables for cleaning and filleting and both have refrigeration rooms. Most of the salmon trollers still deliver at Eureka but in recent years many of the trawlers that used to unload there are now delivering at Fields Landing. Six or eight drag boats unload here regularly and about a dozen crab boats and six or eight setliners make this port their headquarters. All fish goes out by truck. A modern whaling plant with killer tugs opened in 1938 but closed in 1950. During the last few years of its operation this plant reduced shark carcasses and fish offal.

The fish deliveries here have averaged better than 2½ million pounds per year for the last decade with a peak of seven million pounds in 1948. The leading species were flatfish, rockfish, sablefish, lingcod and crabs. The 1951 catch, in order of volume, was crab, sole, rockfish, salmon, lingcod, sablefish, smelt, flounder, albacore and surf perch.

There is some sport fishing out of this port but the number of men engaged is not as yet very large.

Ferndale

Located four miles inland from the ocean, 18 miles southwest of Eureka and five miles west of the Redwood Highway. This is a farming town with no fish handling facilities. A butcher shop sells fish and a smokehouse cures salmon. Fish purchased here should, of course, be credited as landing where the boat unloaded but in one year, 1939, 6,000 pounds of salmon and crabs were recorded as landed at Ferndale.

Cape Mendocino

Located 30 miles southwest of Eureka. This is a prominent cape, the most westerly point of the United States and a landmark well known to sailors for the last 385 years. It was visited or seen by the early Spanish galleons returning from the Orient with cargoes of silks and spices and the cape was often their first landfall on their voyage to Baja California. This trade started in 1566 and continued for about 250 years. The cape is 15 miles to the west of the Redwood Highway near a secondary road that is not much used except by local traffic. There are no fish handling facilities and very seldom is there any fish landed here. The records show 700 pounds delivered in 1946 and 920 pounds of mussels landed in 1950. This locality is not to be confused with Mendocino City which is in Mendocino County at the mouth of Big River 85 miles south of Cape Mendocino.

Fortuna

Located 16 miles south of Eureka on the Redwood Highway 10 miles inland from the coast. The community was once known as Slide and at another time as Springville. There are no fishery facilities here other than small smokehouses where salmon was cured for sale. Most of the fish credited here was unloaded at Fields Landing. Five out of the past 20 years indicate deliveries of salmon at Fortuna, the peak year being 1939 with 17,000 pounds. Since 1940 the records properly credit the fish to the place of actual landing.

Miranda

Located 50 miles south of Eureka on the Redwood Highway 18 miles inland from the coast. This small town with a population of 125 has no facilities except one or two places selling crabs to the motorists passing through. The crabs should have been recorded as delivered at Eureka but for the two years 1937 and 1938 receipts for 2,000 pounds of crabs were made out for Miranda.



FIGURE 21. Shelter Cove. The once busy pier has been washed out, only the stubs of a few pilings remain. *Photograph by the author, June, 1953.*

Shelter Cove

Located on the coast five miles north of the southern boundary line of Humboldt County. It is 15 airline miles west of Garberville and connected with that town by a mountainous branch road. The locality was discovered and named in 1856. There is no town here and until very recently there was only a ranch house. There was a long pier in the cove with a connecting wagon road down the cliff. At the far end of the pier was a weigh-house and at the shore end an icing and boxing shed. For several years the catches went out by wagon until auto trucking developed. Freight for nearby towns as well as fish was delivered at the pier and hauled over the mountains by wagon. About 1937 the pier and the road to it were washed out by winter storms.

There are now no permanent facilities for handling fish, merely a black sand beach where skiffs can land the catches of the trollers anchored in the cove. Since the time when open-sea salmon trolling spread up the coast from Monterey (1914-1916), this locality has been an important delivery point, busy during the salmon season and at other times of the year a lonely spot on the map. The reason for this is the lack of harbors in the more than 120 miles of coast line between the Noyo River and the entrance to Humboldt Bay. Shelter Cove is roughly halfway between. It is over 60 miles south of Eureka and more than 50 miles north of Fort Bragg.

The waters of the Shelter Cove region were especially productive salmon trolling grounds but they were a long way from a harbor. In order to save fishing boats the long run to port, the salmon buyers would anchor, at Shelter Cove, a receiving barge that was equipped for cleaning and splitting salmon. The fish was transported from the barge to port by a pickup boat that also brought up supplies for the trollers who had made this cove their temporary headquarters. For many years this fish went to San Francisco but later the Noyo buyers operated a barge. Because of the bad roads, most of the transportation from the

cove was by boat rather than by truck. In the last four or five years the buyer barge has been discontinued but a pickup buyer boat is sent to the cove during salmon runs.

The salmon landings at Shelter Cove have averaged a third of a million pounds per year. The biggest years were 1932 and 1947, each with a catch of over a half million pounds. Small amounts of lingcod, halibut and rockfish have been landed at the cove but almost the entire catch has been troll caught salmon.

In the last four or five years, Shelter Cove has been promoted as a sport fishing spot for salmon and albacore trolling, which is excellent in and near the cove. The road out from Garberville has been improved; a market and restaurant for sportsmen has been erected. There is an auto court for summer visitors as well as cabins and skiffs with outboard motors for rent. About five years ago there was established at the resort the Humboldt County Airport but this does not prevent the sheep from enjoying their pasturage.

MENDOCINO COUNTY

Juan Creek

Located on the coast 20 miles north of Fort Bragg near where State Highway No. 1 turns inland over the "Hollow Tree Road" to Redwood Highway. This point, at the mouth of Juan Creek, is five miles north of Westport. It is a well-known spot for smelt fishing in the surf by the use of a triangular shaped dip net strung on an "A" frame of poles. This is a piece of gear used by the north coast Indians long before the arrival of white men. In this style of fishing the operator wades into the surf and dips his net into the backwash of the waves to capture the silvery fish that have been carried onto the beach slope. On good runs, the fisherman may capture a couple of buckets full in an hour's dipping.

At the mouth of the creek is a camp site for the tourists attracted here by the smelt fishing. There is a small hotel and a bar (mahogany, not sand). Nearly all the dip netters are sportsmen but an occasional man fishes commercially. The sales of smelt are recorded at the place of sale, usually Fort Bragg, so that our records do not indicate smelt landed at Juan Creek.

About 10 miles north of Juan Creek is the little town of Usal on the coast at the mouth of Usal Creek. This is another spot where both sport and commercial fishermen gather to dip smelt from the surf. The road into Usal does not attract the casual tourist.

Less than a mile south of Juan Creek is "Union Landing" once a busy shipping point but now deserted. Here railway ties and lumber were loaded on ships by means of a cable anchored offshore and on the cliff edge. A donkey engine on the cliff controlled the lowering of the sling load of cargo into the ship tied up at buoys under the cable.

Westport

Located on the coast 15 miles north of Fort Bragg. It was one of the numerous sawmill towns along this stretch of coast. Lumber shipping was active after 1877 when a chute from the bluff permitted the loading of lumber schooners. The town was named Beal's Landing for



FIGURE 22. Outer harbor and entrance to Noyo River. *Photograph by the Waves Research Laboratory, University of California, 1946.*

Samuel Beal, the first settler, but later was changed to Westport. There are no fishery facilities here and the landings of fish have been insignificant. A few pounds of salmon, abalone and surf fish were delivered in the past but none in recent years.

Noyo (Fort Bragg)

Located 35 miles north of Point Arena and 80 miles south of Cape Mendocino. The little settlement of Noyo is on the coast at the mouth of Noyo River. The Pomo Indian village of Noyo was located here. Fort Bragg, the largest city in the county, is located inland one and one-half miles north of Noyo. The fort was established in 1857 on the Mendocino Indian Reservation but the City of Fort Bragg has been and still is a lumber town. The Noyo settlement started when a sawmill was built in 1852. After a few years a logging railroad was extended 25 miles to the east to connect with the Northwestern Pacific Railroad at Willits so that Noyo was one of the few coastal towns with railway outlet for its fish and this port has been an important fishing center for the past half century or more. Lumber, farm produce, dairy products and fish went out by rail. Later a modern sawmill was erected at Fort Bragg and the lumber then went to San Francisco by schooner until very recently when lumber rail shipment was resumed. In the meantime trucking developed so that now the Noyo fish is sent by truck



FIGURE 23. Noyo River harbor and canneries. *Photograph by W. E. Ripley, 1952.*

rather than by railroad and some of the lumber now goes by diesel truck.

Thirty to forty years ago Noyo was well known in the fish trades as a salmon town. There were three or four salmon canneries and as many wholesale buyer sheds that prepared lightly salted fillets, the "mild cure" method that made west coast salmon famous in many parts of the world, especially in Germany. In the past 35 years all of the Noyo salmon has been caught by open sea trolling so that a fleet of these small one- and two-man boats has tied up in the river mouth lagoon.



FIGURE 24. Salmon trolling boats tied up in the Noyo River. *Photograph by Wonacotts Photo Service, Fort Bragg, 1931.*

For the past 30 years 12 to 15 small boats have fished setlines for rockfish, sablefish, lingcod and others. In the past decade three or four otter trawlers have made Noyo headquarters. In the past dozen years troll caught albacore have been added to the catch.

At Noyo there are now seven receiving sheds of wholesale buyers, with docks, hoists and cleaning facilities. There are a large cold storage plant, ship repair yards and a reduction plant to handle fish offal from the markets. A store and two restaurants complete the town. Mildcure salmon is still packed at Noyo in spite of the high prices paid for the fresh fish. The harbor entrance has been improved several times. In 1931 the U. S. Army Engineers erected two jetties and dredged the entrance and channel through the lagoon but, unfortunately, rapid silting requires frequent dredging. The old highway (State No. 1) bridge was removed and a high span at cliff height over the river was completed in 1948.

In the past 20 years the landings at Noyo have been 3 to 7 million pounds per year with 7 million pounds in 1950 and in 1951. The leading species have been salmon, rockfish, sablefish, sole, crab, lingcod and albacore. In the last three or four years salmon no longer heads the list of poundages landed. Albacore led in 1950 and rockfish (trawler caught) topped the list in 1951.

At Noyo there are several commercial fishermen who make a business of taking out sport fishermen and one boat does nothing but charter business. Skiff rentals are available. In 1952 there was also a regularly scheduled party boat out of Noyo.

Caspar

Located on the coast four miles south of Fort Bragg. This lumber town started in 1861 when a sawmill was built here but after the area was logged off it became a ghost town. A large modern sawmill in the creek bottom has revived the town somewhat. Years ago Caspar was a landing spot for troll-caught salmon but no fish have been recorded as delivered here in the past two decades.

Mendocino City

Located on the coast 10 miles south of Fort Bragg. The town of 670 population is on the mesa overlooking the mouth of Big River and was first known as "Big River." "Little River" is three miles to the south and the 1,700-acre area about its mouth is reserved as Van Damme State Park. The town of Big River was settled in 1850 and three years later Harry Meiggs of San Francisco set up a sawmill in the name of the California Lumber Company. The town was a thriving logging center for years and then dwindled as the surrounding areas were cut over. In the last few years, with the high prices for lumber, there has been a partial revival of logging but on a small scale compared with the boom years.

There is no special fish handling equipment here but small amounts of salmon have been delivered off and on for years. Usually the catches were trucked to Noyo and credited to that port. A few hundred pounds of salmon were recorded at Mendocino in 1946 and in 1950. The town is better known for the carved wood figures atop the old Masonic Temple than as a fishing port.

Albion

Located at the mouth of Albion River 18 miles south of Fort Bragg. The region about Point Reyes was named New Albion by Sir Francis Drake in 1579. The area from Albion to Garcia River was called the Albion land grant (1845) made to Wm. Richardson of Marin County. In 1852 he established here the second sawmill in the county and it flourished until most of the river drainage area was logged out. The town then declined and for the past 25 years it has been a very small settlement. Its present population is 190. After the mill closed, the river lagoon was headquarters for 10 or 15 salmon trolling boats. In the last five years the number of boats here has dropped to three or four. There are no facilities other than quiet water where boats may tie up at the river banks.

The official catch records show delivery of salmon here in one year only (1931) but this is completely misleading. Albion has been a regular delivery point for salmon during the past 30 years at least and the two or three setline boats that make their headquarters here have made occasional landings. For years it has been the custom for fishermen at this port to send their fish to Noyo by automobile and when catches are heavy, they go by truck sent out from Noyo. These loads are credited to Noyo where the catch receipts are made out by the wholesale markets of that port as the buyers. This discrepancy in the landing records has not been serious because, in most cases, both the ocean locality of catch was indicated and the place where fish was iced and boxed for shipment was given. Albion is too small to have a chamber of commerce that might object to crediting these landings to Noyo instead of to the home town.

Point Arena

Located 40 miles south of Fort Bragg and 110 miles northwest of San Francisco. The area surrounding the town of 375 population has been known by many names, among them, Punta de Arenas (sandy point) and Punta Barrio de Arena. It was discovered in 1543 by Cabrillo and visited by Capt. George Vancouver in 1792. A store was built here in 1859. So many shipwrecks occurred at the point that a lighthouse was established in 1870, destroyed by the 1906 earthquake and later replaced. This was another town that boomed during the logging period and it became the busiest little city between San Francisco and Eureka.

At the edge of town and just south of the point is a partially sheltered cove where a wharf has been constructed and where there is a U. S. Coast Guard lifesaving station. Fishing boats tie up at the wharf where there are hoists, scales and cleaning sheds. Ashore there is a large warehouse where fish are handled. A small fleet of trollers anchors in the cove during the season or ties up at the dock. The chief activity is salmon and albacore trolling but a few setline boats work out of this port. Occasionally trawlers unload sole, lingcod, and rockfish. A few crab fishermen deliver at the cove. All fish goes out by truck.

For the past 20 years the catches at Point Arena have averaged 300,000 pounds per year with 940,000 pounds in the peak year, 1940.

In 1947 the total was 840,000 pounds but by 1951 the catch had dropped to 34,000 pounds. The leading species have been salmon, lingcod, crabs, albacore, and rockfish.

Gualala

Located 18 miles southwest of Point Arena at the mouth of Gualala River which forms the southern boundary of Mendocino County. The small town, one-half mile north of the river, consists of a store, hotel, motel, restaurant and two dozen houses. The name is a corruption of the Pomo Indian word meaning the ocean mouth of a stream. This was another of the coastal towns that enjoyed a boom in the sawmill days of the 1860's and 1870's, but the town suffered the usual decline after logging ceased. In very recent years a small sawmill has been located on the mesa near town. A second sawmill has just located a mile north of town. Logs come in and lumber goes out entirely by truck.

This locality has not been a landing point for fish and there are no facilities for handling commercial catches. There are camps near the river mouth for sportsmen angling for steelhead.

Thorn

Located near Hopland 15 miles south of Ukiah, on the Russian River and on the Redwood Highway. It is served by the North Western Pacific Railroad. The mail address is Hopland. This point is 25 miles inland from the ocean and is in no sense a fisheries town. In August, 1947, 300 pounds of smelt were credited here, probably as a result of license and records requirements of all fish retailers during the two-year period when this law was in effect.

LAKE COUNTY

Lakeport

Located on the northwest side of Clear Lake which is 20 airline miles southeast of Ukiah and 50 miles inland and eastward of Point Arena. The lake was discovered in 1832 and was called "Laguna" by the Spanish. A community called Forbestown was started in 1858 by Wm. Forbes. Three years later Lake County was created and the town was made county seat under the name Lakeport. Indians came from miles around to camp at the lake and dry fish for a winter food supply. Later many exotic species of fish were introduced into the lake and both commercial and sport fishing for catfish thrived. Carp became so numerous they were a nuisance. The lake shores became resort areas and fishing was conducted at many localities, chiefly Lakeport, Nice, Lucerne, and Upper Lake, and many catches were recorded merely as Clear Lake. Commercially caught fish was trucked to city markets and the beach seining of carp was encouraged to reduce the population of scrap fish. In recent years sport fishing on the lake has increased greatly and many of the resorts supply boats and tackle.

The commercial catch at Lakeport averaged 330,000 pounds per year through the 1930's, mostly catfish with some carp. None has been reported since 1941. The catches credited to Clear Lake have averaged 48,000 pounds of catfish and carp per year.

Upper Lake

Located five miles north of Clear Lake. The town was settled in 1854. The only catch reports from there were 600 pounds in 1937.

Nice

Located at the north end of Clear Lake, this is a resort town of 450 population. The commercial catches reported at Nice were chiefly carp and from 1936 to 1942 they averaged 18,000 pounds per year. In the last year (1942) reported, 109,000 pounds were shown.

Lucerne

Located on the east side of Clear Lake with a population of 450. Commercial landings of catfish and carp were reported from Lucerne for four years (1936-1939) and averaged 3,000 pounds per year, with 9,000 pounds in 1938.

SONOMA COUNTY

Stewarts Point

Located on State Highway No. 1, 25 miles south of Point Arena and 16 miles north of Fort Ross. This is a small town containing a general merchandise store, a post-office building 14 feet square, and about 10 residences. Forty years ago this was a sawmill town but there is left no trace of the mill. Up to 20 years ago there was a hotel but the building is now a private residence. This town has not been a landing point for fish. In 1943 (during the war) a local resident took out a commercial fishing license and for two months of that year caught and peddled 250 pounds of rockfish.

Fort Ross

Located on the coast 40 airline miles northwest of Point Reyes and 12 miles north of the mouth of Russian River. The Spanish name for Russia was "Rossia" and the Russians were referred to as the people of Ross, hence the name of the fort. On their first trading voyage (1806) down our coast, the Russians found that sea otter were common along this part of the coast. They returned to make a settlement (1809) at Bodega Bay and two years later occupied another settlement in Salmon Creek Valley. In 1812 they constructed Fort Ross, a log stockade enclosing nine buildings, and 50 other structures were close to the protecting walls of the fort. Eventually there were 400 people at the fort, soldiers, artisans, farmers and fur hunters. From 1810 to 1822 there was a brisk trade between the Russians and the Californians in spite of the prohibition by the Spanish officials. There was an even more brisk pursuit of sea otter pelts by the Aleut Indians hired for the purpose by the Russians. The occupation by the Russians and the otter hunting lasted 29 years (1812-1841). The withdrawal was partly the result of a growing scarcity of sea otter but more directly due to the formulation of the Monroe Doctrine (1823) which was aimed partly at the Russian aggression in California. The Russian order for abandonment of the fort and other settlements was issued in 1841. Much of the supplies of Fort Ross, furniture, cannon, and livestock was sold and transported to Sutter Fort on the Sacramento River.

During the Russian occupation, the anchorage at Fort Ross was a busy spot but after the withdrawal the landing was not used. The only fishing activity has been by sportsmen angling from the rocks or the gathering of abalone. There are no fishery facilities here and only insignificant landings of commercially caught abalone in the last two or three decades. A three-acre area has been reserved as the Fort Ross Historical Monument.

Jenner

Located 35 miles north of Point Reyes near the mouth of Russian River. This has not been a commercial fishing port but has been well known as a sport fishing locality with camping facilities and rental skiffs. Abalones are gathered near here and in 1945 nearly five tons were reported at Jenner. About 300 pounds were reported in 1949. It is probable that the catches of other years have been delivered by automobile to city markets where the poundages were credited.

Bodega Bay

Located 64 miles northwest of San Francisco and 22 miles north of Point Reyes. The bay is an open bight at the north end of which is a narrow channel entrance into the shallow Bodega Lagoon where fishing boats anchor and the fish handling facilities are located. The Town of Bodega Bay is located on the northeast shore of the lagoon rather than on the bay. Another town, Bodega, is four miles inland.

The bay was discovered in 1775 by Francisco de la Bodega. In 1806 the Russian Count Rezanof sailed south from Alaska to San Francisco for food supplies but he made note of likely spots along the coast where grain might be cultivated and the abundant crop of sea otter might be harvested. He selected Bodega as promising. Three years later (1809) Kuskoff, an agent of the Russian-American Fur Company, was sent down the coast to locate a settlement at Bodega for sea otter hunting and another community called Kuskoff at Salmon Creek Valley, six miles inland where crops were planted. Five years later (1812) another settlement at Fort Ross was founded to produce both grain crops and otter pelts. As at Fort Ross during the period 1810-1822 there was much trading between the Spanish Californians and the Russians in spite of the fact that trade with outsiders was prohibited by Spanish law.

Bodega Bay or more properly the lagoon was a receiving point for fish for many years but only as a minor port. During World War II the U. S. Coast Guard regulations made special provision for fishing boats. A barge for clearance and entrance was maintained and fishing boats carried permit numbers painted on a slab of plywood attached to the house. The numbers and arrangement of colors were frequently changed for security reasons. This wartime freedom of movement attracted small fishing boats from other ports and fish production in this area was not only maintained during the war but increased in 1943 and in the years following until the present.

In the last decade this has been one of the important fishing ports of the coast. The lagoon is well provided with fish handling facilities. There are five buyer sheds with docks, hoists, cleaning houses and refrigeration. Most of them are buyer plants for large firms located in

San Francisco. There are two additional docks where fish may be landed. All shipments from this port are by truck, chiefly to San Francisco with small amounts to Sacramento and other north central towns.

Most of the boats with headquarters here are small trollers, set-liners, and crab boats. Two or three otter trawlers work out of here regularly. The catches have been chiefly crab, salmon, sole, shark, smelt, rockfish and lingcod. The 1951 catch was sole, rockfish, crab, smelt and lingcod. The volume of catch through the years up to 1943 averaged about 330,000 pounds per year. From 1943 onward the catch has averaged 1,000,000 pounds with an average of 3,500,000 pounds for the two years 1950 and 1951.

In recent years, sport fishing at Bodega has increased decidedly. In 1952 there were 14 all-day party boats and two charter boats running out of this port.

Healdsburg

Located 15 miles northwest of Santa Rosa at the point where U. S. Highway 101 crosses the Russian River. The location is far from the coast and Healdsburg cannot be considered a fisheries town. It was here in 1852 that Mr. Heald opened a small store and the place was known as Heald's Store. Five years later a townsite was surveyed and called Healdsburg. In December of 1949 while the Retail Fish Dealer Law was in effect there was reported at Healdsburg 110 pounds of salmon. In 1950 an item of 65 pounds of mixed fish was reported; the latter was, no doubt, a fisherman-peddler delivery.

Sebastopol

Located 13 miles inland northeast of Bodega Bay. The town was settled in 1850 and was known for several years as Pine Grove. Soon after the Crimean War (1854) and the siege of the Russian seaport the name of the town was changed to Sebastopol.

The heavy deliveries of fish credited to this inland town need some explaining. Some of the Bodega Bay fishermen formed a cooperative by which they pooled their crab and salmon catches. The secretary lived and kept his books at Sebastopol and for several years recorded that town as the receiving port. The fish was unloaded at Bodega Bay and should have been so recorded. In addition a fisherman-peddler living in Sebastopol distributed his own catches in neighboring towns but recorded the place of landing as Sebastopol instead of Bodega Bay.

The records indicate an average delivery at Sebastopol of 18,000 pounds per year of salmon, crab, smelt and a little lingcod. The peak year of 1948 showed 34,000 pounds of smelt, whitebait and lingcod.

This is an example of an inland town credited as a landing port. By contrast, Albion (Mendocino County) is an example of just the reverse discrepancy in the recorded place of landing. Heavy catches actually were unloaded at Albion but were credited elsewhere because they were trucked to buyers in other towns.

Petaluma

Located inland 15 miles east of Tomales Bay and 38 miles, by U. S. Highway 101, north of San Francisco. The name, that of a village of the Coast Miwok Indians, was bestowed by the Spanish padres (1818) "Llano de los Petalumas" (Plain of the Petalumas). The present town

was settled in 1852 and became a poultry producing center by 1878. The town is at the head of navigation on Petaluma Creek which empties into San Pablo Bay. Until very recently the town was served by a stern paddlewheel steamer that, viewed from the highway, seemed to be strolling across the pasture of a dairy farm, carefully dodging the grazing cows. This believe-it-or-not steamer has now been replaced by a prosaic tug towing a barge. A few sport fishing boats still moor at the crumbling docks but diesel trucks have robbed the town of some of its waterborne commerce.

The only fish handling facilities in the town are two reduction plants that use fish offal from Bodega Bay cleaning sheds and other scrap, including some spoiled herring from Tomales Bay. In the recent past, two fish markets of the town bought directly from fishermen who delivered part of their catches in Petaluma by automobile. The amounts credited to this town averaged 8,000 pounds per year with a peak of 42,000 in 1950. This was mostly herring and smelt. The 1951 record is 175 pounds of smelt.

Valley Ford

Located five or six miles east of Bodega Bay and a short way inland from the coast. An Indian and later a Spanish trail crossed the Estero de San Antonio near this point, hence the name. The first house was erected in 1852 and a post office was established in 1875. The town used to be an important shipping station for farm animals and produce on the narrow gauge North Pacific Coast Railroad (1874-1930) from the Russian River to Sausalito. This road was built to bring out lumber from the region to the north of Valley Ford.

For many years a tallow works operated a couple of miles north of town, utilizing fish scrap from Bodega Bay markets, dead animals and some spoiled herring trucked in from the coast. This cannot be considered a fishing town. It does have the distinction of being a very small settlement of half a dozen buildings with a substantial brick bank building which has survived the abandonment of the narrow gauge railroad.

MARIN COUNTY

Dillon Beach

Located on the coast a mile north of the entrance to Tomales Bay and four miles west of the town of Tomales. This is a resort town with about 40 year-round inhabitants and cabins for rent to summer visitors. It is noted as the site of the Pacific Marine Station of Biological Sciences built in 1948 by the College of the Pacific which is located in Stockton. There is some sport fishing from skiffs and clam digging at the mouth of Tomales Bay. One party boat operates here most of the year. Commercial fish landings have been limited to 43 pounds of clams in 1947.

Tomales Bay

Located about 30 miles northwest of San Francisco. The shallow bay is a long finger-like body of water occupying the earthquake valley formed by the famous San Andreas fault. The bay averages one mile wide but it is 15 miles long running southeast from the ocean mouth.



FIGURE 25. The California coast from Bodega Bay to San Francisco and east to San Pablo Bay

A map of this region clearly shows the northwest-southeast trend of the line of faulting along the coast to the Bodega Lagoon, Tomales Bay, Bolinas Lagoon, San Andreas Lake, Crystal Springs Lakes and southward down the San Francisco peninsula. The name Tomales is a Spanish corruption of the Coast Miwok Indian word "tamal" meaning bay.

The bay was sighted by Sebastián Vizcaíno in 1603 but not explored until more than a century later. The region produced fish on a small scale, mostly herring, oysters, salmon and crabs but there was only water transportation and large vessels could not enter the shallow bay. In 1875 (first train in December, 1874) the North Pacific Coast Railroad, a narrow gauge from Russian River to Sausalito, passed down the east shore of the bay and made possible fish shipments to San Francisco. Tomales Bay fish production expanded rapidly, especially when herring were shipped out for canning at Pittsburg. Later fish was trucked to San Francisco and Monterey Bay for canning.

The railroad was discontinued in 1930 because of competition from trucking firms. Fish were landed at many points along the east shore of the bay, chiefly at the stations on the railroad. The records of landings are therefore divided between ports that are only a short distance apart and it might be permissible to lump the fish deliveries



FIGURE 26. Point Tomales and the entrance to Tomales Bay. *Photograph by the Waves Research Laboratory, University of California, April 15, 1947.*

under the one locality name of Tomales Bay since a large unspecified poundage is so designated anyway. The leading points of delivery (roughly north to south) are: the town of Tomales, Hamlet or Telmat, Nicks Cove, Blakes Landing, Blue Baie Tavern, Marshall, Marconi, Millerton, Tomales Bay Oyster Co., Bivalve, Point Reyes Station and Inverness. During the past two decades the deliveries at the bay have averaged 550,000 pounds per year. In 1951 the landings totaled almost 2,000,000 pounds due to herring canning in Central California.

Through the years, the leading species has been herring. Thirty or more years ago quantities of oysters were grown in the bay and there is still some oyster culture in the southern portion. Other species landed have been salmon, crabs, sole, shark, and lingcod with a little local surf perch and smelt. In view of the recent proposals to exploit the shrimp beds said to be near the entrance to Tomales Bay it is of interest to note that long ago there were Chinese shrimp camps on the bay but they were almost abandoned at some time prior to 1897. From one to three otter trawlers have delivered at points on the bay. Beginning in January, 1952, lampara nets have been used for herring but before that beach seines and gill nets were standard herring gear. There is gill netting and setlining in the open ocean. There is some sport fishing at various points along the bay and sport boats may be chartered at several places. Three or four bay points are equipped with hoists and scales for loading herring from the boat to trucks and most points have wharves for unloading fishing boats. The sheltered bay is splendid anchorage but shallow water is a drawback. On Tomales Bay there is a 185-acre state park.

Tomales

Located inland four miles east of the entrance to Tomales Bay. Small boats used to run up a creek to the town but the stream has long since been silted up. No fish landings are reported from this town. It was a station on the North Pacific Coast Railroad.

Hamlet or Telmat

Located on the east shore, three miles southeast of the mouth of Tomales Bay. Telmat apparently was the old name for Hamlet but there is confusion as to these two names. In any case, Hamlet has been the fish shipping point and in the last five or six years it has averaged about 120,000 pounds per year. The shipments have been mostly herring with a little smelt and perch. Hamlet was an important stop on the narrow gauge railroad. In the 1880's Hamlet and Marshall were the leading rail shipping stations on the bay.

Nicks Cove

Located a little south of Hamlet on the east shore of the bay. This was not a railroad station and there has been little shipping from this point. It is of interest that about 1935, Scotch cure herring were brined and packed here by red-cheeked "herring chokers" who spoke with a burr. Also herring were smoked but on a small scale.

Blakes Landing

Located a half mile south of Nicks Cove. This locality has not shipped fish in recent years.

Blue Baie Tavern

Located a little way south of Blakes Landing. It was not a railroad stop and has handled fish only for local consumption.

Marshall

Located on the east shore seven miles southeast from the mouth of the bay. It was a railroad station and has been about the most important fish shipping point on the bay. In 1880 there were 20 Italian fisherman and six fishing boats operating out of this port. In the last five years it has averaged 65,000 pounds per year, mostly herring. It is equipped with hoists and scales for loading herring from the boats into trucks. In 1951 the species handled were herring, crabs, surf perch and oysters totaling 124,000 pounds. Several charter boats for sport fishing make this town their headquarters.

Marconi

Located two miles south of Marshall. This was a railroad stop where shipments were made years ago. Recently herring boats have landed here at the shoreside hoist and conveyor. Fish other than herring is not handled.

Millerton

Located five miles south of Marshall. At Millerton Station occurred in 1875 the first planting of Eastern oysters in Tomales Bay. This was five years after the first such planting in San Francisco Bay (1870).

In the last 20 years only 5,000 pounds of fish for one year 1936 have been recorded. It is probable that other landings were credited as merely Tomales Bay.

"Tomales Bay Oyster Co."

Located a little south of Millerton. At this place staked oyster beds are maintained and shipments are made to San Francisco. No other fish is handled. The main offices are in San Francisco.

Bivalve

Located less than two miles south of the present oyster beds. Years ago it was a shipping point on the narrow gauge road for oysters but it since has been abandoned and only one shack remains.

Point Reyes Station

Located close to the extreme southern tip of Tomales Bay. This was a produce shipping point on the narrow gauge railroad that ran down the main street of town with a station house opposite the present post office building. Since the narrow gauge days (1930) fish have not been shipped from this town.

Inverness

This is the only important landing place on the west side of Tomales Bay. It is located across from Millerton three miles northwest of the southern tip of the bay. At present only an occasional delivery of fish is made here but in past years the beach seiners operating on the west shore of the bay commonly unloaded at Inverness. In 1880 there were 12 fishermen and six fishing boats operating on the west side of the bay. In a 12-year period between 1934 and 1949 an average of 300,000 pounds per year was delivered with a peak of 1,200,000 pounds in 1941. The town has long been a resort and yachting center. The forested hills up from the bay were a choice summer home region for San Francisco families in the days of horses but it has languished since the coming of the automobile and the urge to go farther even if we see less.

Point Reyes (Drakes Bay)

Located 30 miles northwest of San Francisco, Point Reyes is a very prominent headland on a peninsula jutting southwest into the ocean. There is a lighthouse, built in 1870, and weather station where records indicate this to be one of the windiest points on the Pacific Coast. Drakes Bay is a beautiful crescent cove to the south of and sheltered by the peninsula. Sir Francis Drake (1579) called it "New Albion," an appropriate name because of the white cliffs back of the sandy beach of the bay. Point Reyes Station is a town at the southern tip of Tomales Bay and five miles northeast of Drakes Bay. This town was an important stop on the narrow gauge railroad to Sausalito. Point Reyes Rancho became the first great dairy center after the coming of the Americans and butter was shipped by sailing schooners to San Francisco.

Drakes Bay has been an important fishing port for almost a century. For many years it was a well-known receiving point for troll-caught ocean salmon and San Francisco wholesalers maintained buyer barges, during the season, where mildeure salmon was prepared. Smaller sizes



FIGURE 27. Point Reyes. Drakes Bay at the lower right. *Photograph by the Waves Research Laboratory, University of California, January 16, 1948.*

of fish (under 16 pounds) were hauled to Point Reyes Station for shipment by rail to the fresh fish markets but now everything goes out by truck, usually to San Francisco. There have been for many years, three well-equipped buyer houses ashore for cleaning and icing fish. There are docks, hoists and scales with good anchorage ground in the sheltered bay. For several years this was a delivery point for San Francisco trawlers and occasionally such landings are still made here by drag boats when rough weather interferes with the return trip to Eureka or San Francisco. In recent years moderate amounts of albacore have added to the troller catch. A few crab fishermen operate traps out of Drakes Bay but the heavy landings have been troll-caught salmon and the flatfish delivered by drag boats.

Most of the landings have been credited on our records to Point Reyes because the locality is usually referred to thus by fishermen. Actually all deliveries are made to Drakes Bay. The exposed point and the ocean side of the peninsula are, most of the time, not suitable for landing even a surfing dory. The average landings have exceeded four million pounds per year. The 1950 landings were over five million pounds. Recently the leading species delivered here have been salmon,



FIGURE 28. Salmon buyer barge from San Francisco anchored at Point Reyes (Drakes Bay). Some salmon was mild cured aboard. *Photograph by the author, July 13, 1921.*

sole, rockfish, flounder, lingcod, crab, albacore and sablefish. For many years past, oysters have been cultivated in Drakes Bay.

Because the access road to this place is through a locked gate, there is practically no sport fishing.



FIGURE 29. One of the three wholesale houses and salmon mildcuring stations at Point Reyes. *Photograph by the author, July 13, 1921.*

Bolinas Bay

Located 18 miles northwest of San Francisco. The Town of Bolinas is at the northern end of an open bight called Bolinas Bay. A sand spit separates the bay from an inner Bolinas Lagoon. The origin of the name is in doubt. It would be nice to believe it came from the Spanish Ballenas (whales) but it more likely is from an Indian village Baulines though it may refer to the pilot of the Vizcaíno voyage, Francisco de Bolanos. The area was settled by sea otter hunters and later (in the 1850's) it developed into a logging region with several sawmills. Lumber had to be lightered out to the anchored ships because of the difficult entrance to Bolinas Lagoon and the shallow water. Practically all lumber went to San Francisco by sailing schooner. By 1857 this locality had developed whaling but in this case there were several killer boats and flensing was done alongside the killer. Blubber was tried out at a location ashore. This was an unusual variation in whaling methods.

This locality has never been much of a fishing port and there are no fish-handling facilities. There is some ocean sport fishing out of the Town of Bolinas and duck hunting from blinds on the lagoon. The only commercial fish record from here was for a few pounds of crab in 1950.

Stinson Beach

Located 15 miles northwest of downtown San Francisco on State Highway No. 1 at the south end of the open bight of Bolinas Bay. The town is at the base of the long sandspit forming Bolinas Lagoon. This is a resort and there are cottages on the sandspit. There is some sport fishing but the only commercial record indicates clams delivered for four years (1936-40) averaging 1,000 pounds per year. There is a 15-acre Stinson Beach State Park.

Sausalito

According to the Chamber of Commerce letterhead Sausalito is located on the golden side of the gate. A more prosaic map indicates that it is two miles due north of the Golden Gate Bridge, on the west side of San Francisco North Bay at the mouth of Richardson's Bay. The name freely translated means little willow thicket. There were springs and "sausals" (willows) at this place. The Sausalito Rancho was granted (1833) to W. A. Richardson, a first mate on a whaling vessel. He piped spring water to the waterfront and shipped it in casks to San Francisco where it sold at 50 cents a bucketful. In December, 1874, the first train operated over the narrow gauge North Pacific Coast Railroad that ran north from Sausalito, along the east side of Tomales Bay, to Valley Ford, Russian River, Duncan Mills and finally to Cazadero. Sausalito was then the waterfront terminus and the point of transshipping Tomales Bay fish sent by train and thence by boat to Pittsburg.

A large fleet of pleasure boats anchor at this port and a dozen or more fishing boats make it their headquarters. There are docks and repair yards but no cleaning sheds or special fish hoists. There are four or five small-scale fish dealers who buy directly from local fishermen. A few years ago some of the Pittsburg vessels unloaded sardine catches

to a barge at Sausalito for later transport to Pittsburg. This accounts for the large tonnage of landings during the four-year period 1937-1940. The peak year was 1939 with almost 20 million pounds, mostly sardines. At present the landings here average about 440,000 pounds per year of albacore, crab, and salmon caught outside the gate.

Sausalito harbor is home to many sport fishing boats. In 1952 there were 46 scheduled party boats operating out of this port.

Mill Valley

Located six miles northwest of Sausalito, this residence town is not on navigable water but is not far from the northwest fork of Richardson's Bay. It takes its name from a sawmill located here sometime prior to 1843 to supply the much-needed building material for San Francisco. Previous to this (1832) a primitive ferry operated through Richardson's Bay to Yerba Buena.

There are no fish-handling facilities here and the only record of deliveries has been 420 pounds of crabs in 1951.

Tiburon

Located six miles north of San Francisco on Tiburon Peninsula on the north shore of Raccoon Strait across from Angel Island. The name is Spanish for shark. Before 1826 the locality was known as Rinconada del Tiburón. There are no facilities for handling fish here and the records do not show deliveries during the last 20 years.

California City

Located north of San Francisco near the base of Tiburon Peninsula on the north side of San Francisco North Bay. This is not normally a fish receiving locality but in 1935 nearly 3,000,000 pounds of sardines were credited to this spot. At this time sardine purse seine boats unloaded off California City into an anchored barge or to a transport vessel that carried the fish up the Sacramento River to canneries located at Pittsburg. Later the barge was moved closer to San Quentin.

San Quentin

Located on the west shore of north San Francisco Bay 12 airline miles north of San Francisco. Point San Quentin was named after a prominent local Indian, Quentin, and the "San" was an American corruption added later. Near the point was located the Spanish jail or "juzgado" called by the Americans "hoosgow." While the jail was being built by prison labor, a sailing ship was anchored near the point to serve as a prison. The men were allowed to fish in the bay and 183 are reported as having escaped from the ship during the first year.

There are two wharves near the point at which shrimps were landed in the past but there have been no other facilities here. During the 1930's a receiving barge was anchored a little off shore between Point San Quentin and California City. Purse seine boats delivered sardines at the barge from which the fish was transported to canneries at Pittsburg thus saving the fishing boats the trip up river. Sometimes these barge deliveries were credited to California City and sometimes to San Quentin. During the first year or two the barge was anchored close to California City and later it was moved closer to San Quentin. Under

these circumstances it made little difference which place was named as the unloading locality. The sardine deliveries at the barge extended over a period of 11 years (1931-1941) with the peak in 1935 of 700,000 pounds. The average year accounted for 300,000 pounds.

San Rafael

Located 15 airline miles north of San Francisco on San Rafael Bay on the west side of San Francisco North Bay. San Rafael Creek has been dredged out to make yacht harbors at the edge of town. Mission San Rafael Arcangel (founded in 1817) was at first an asistencia to Mission San Francisco de Asís.

At present some 15 commercial fishing boats make headquarters in San Rafael Creek but there are no fish handling facilities and these boats deliver their catches elsewhere. In the past 20 years the only record of landings here was in 1932 of 2,000 pounds of clams that were dug at Bayside Acres.

There are many privately owned sport fishing boats at San Rafael and in 1952 there were six scheduled party boats out of this port.

McNears Landing (Point San Pedro)

San Pablo Strait connects San Francisco North Bay with San Pablo Bay. On the northwest side of the strait is Point San Pedro, better known to fishermen as McNears Point. McNears Landing is just north of the point on San Pablo Bay. Point San Pedro was first known as Point Abastos. Later (1811) the present name was given by one of the Padres. This should not be confused with San Pedro Point on the coast of San Mateo County. McNears Landing has been a fishing port for more than 50 years. Shrimp fishermen and set liners made headquarters there. In 1927 or 1928 there were four or five shrimp camps near here but only one inactive camp remains. During the height of the sardine fishery there were three canning or reduction plants at this place and during the nine-year period 1937-45 the sardine landings averaged about 21 million pounds per year. Since then two of the plants have been dismantled and the remaining one has not operated recently. The last sardine landings were made in 1950 and since then fish deliveries at this port have been negligible. For many years a large rock quarry has operated at the point. Just a little way northwest of the point is the campground and resort area of McNears Beach. From this campground there is sport skiff fishing, especially during the striped bass season.

China Camp

Located on the southwest side of San Pablo Bay one mile northwest of McNears Landing and a little over one mile northwest of Point San Pedro. Years ago this was a well known Chinese shrimp camp. Transportation was then by water but in recent years trucks have displaced boats. Fishing has been by small one-man boats dragging beam trawls in San Pablo Bay. At the camp the bay shrimps were cooked, graded and packed for sale in San Francisco or for shipment. There now remains at the camp the unloading wharf, seven or eight houses, cooking vats, shaker screens for grading, sheds for handling, a drying platform and facilities for net repair and storage. There is a little store and



FIGURE 30. Shrimp camp of Quan Bros. at China Camp in Marin County.
Photograph by R. S. Croker, April, 1931.

a lunchroom for the benefit of visiting sportsmen. There are still (January, 1953) two shrimp trawlers based at the camp but the poor market price for these bay shrimps has led other boats to turn toward other kinds of fishing and the camp has a semideserted atmosphere. The wharf is rickety and the packing sheds are empty. Several nets may be seen drying or stretched for mending. Curiously, the construction of the shrimp trawl nets has not changed noticeably in the last three or four decades. Recent shrimp landings at this port have totaled 245,000 pounds for the three years 1949-1951. The catch in 1951 was 97,000 pounds.

The camp is now host to many sport fishermen. Skiffs with outboard motors are rented for salmon and striped bass fishing in the Bay area.

SAN FRANCISCO COUNTY

San Francisco

Located on San Francisco Bay just inside the Golden Gate on the northern end of the San Francisco Peninsula. The entrance to the bay was discovered in 1769 and seven years later the Spanish established a presidio (1776) and Misión San Francisco de Asís known as Misión Dolores. The city was started (59 years after the presidio was established) by Wm. A. Richardson who had come to the cove of Yerba Buena (good herb) 13 years earlier (1822). He lived in a tent and later built the first house (1835). By 1836 there were two houses. Very soon, however, there was a thriving tent city at what is now downtown San Francisco. Richardson traded with Misión San José by a small boat and later was made captain of the port by the comandante general, Vallejo. So Yerba Buena had an early start as a trading port.



FIGURE 31. A portion of San Francisco Harbor looking north to Sausalito. The Golden Gate and bridge, upper left. Bay bridge at extreme right. Photograph, 1952, courtesy of the San Francisco Harbor Commission.

The first lighthouse in the State was erected on Alcatraz Island in 1855 and by this time the port was the center of the growing fisheries of the State. It became the place where all fish of the State was shipped except the small amounts used for local consumption. It was the headquarters for the whaling ships of the Pacific Coast and became the greatest whaling rendezvous of the world in the 1880's.

The first great fishery of the State was for salmon and it was the need for guarding the supply of this fish that led to the establishment of the original California Fish Commission (1870) which later (1878) became the Fish and Game Commission. San Francisco was the shipping point for most of the canned and mild cure salmon. Chinese fishermen developed a great sturgeon fishery in the Bay area, and they are reported as having started salmon beach seining about 1864. The bay shrimp fishery, started in 1869 by Italians was soon taken over by the Chinese and their use of staked bag nets began in 1871.

The first cargo of Alaska cod (1864) came into San Francisco for repacking and it initiated what became a thriving business in resalting and grading northern cod. By 1880 there were 16 San Francisco vessels in the cod fishery and at one time there were 20 such ships. At this time there were four salmon canneries at San Francisco. Later on, the catching of crabs in the bay by the use of baited lift ring nets became a leading fishery of the port and is still carried on in the ocean outside the bay, largely by fishermen of Italian descent. The first shipment of spiny lobsters from Santa Barbara to San Francisco occurred in 1872 and this grew into a big business.

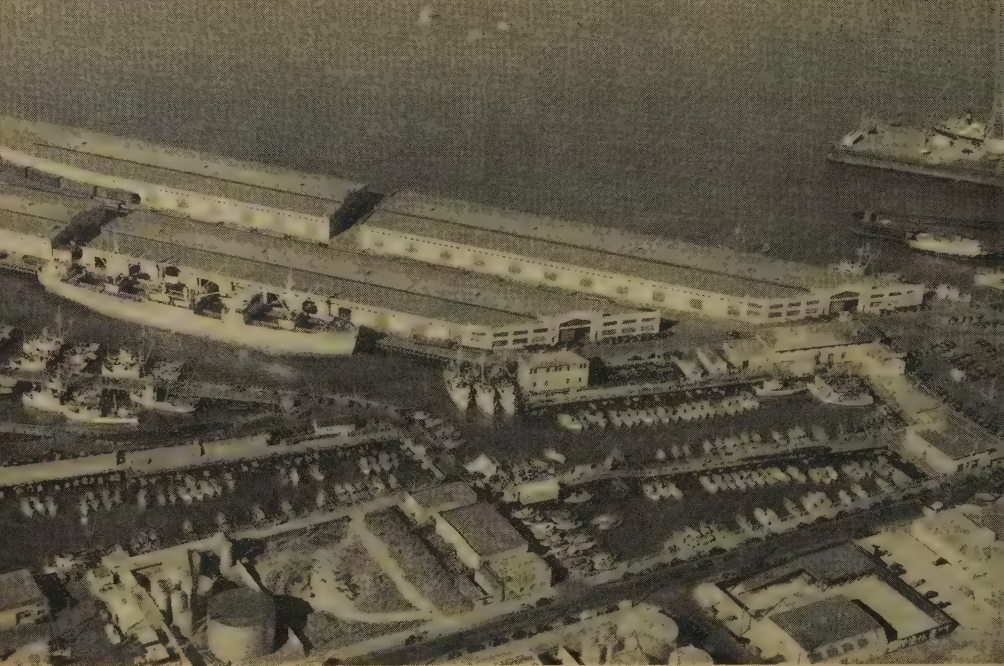


FIGURE 32. Fisherman's Wharf, San Francisco. Crab boats in the two basins to the right. Salmon trollers in the basin to the lower left. Lower left corner is the "foot of Leavenworth" street where trawlers deliver. Purse seine boats moored at left center. Photograph in 1952, courtesy of the San Francisco Harbor Commission.

With completion of the transcontinental railroad in 1869, oyster spat from the Atlantic Coast was grown in the bay. By 1880 San Francisco had become the chief fishing port of the Pacific Coast and handled more fish than all the combined ports from Mexico to Puget Sound. In 1888 the amount of fresh fish handled in the port was estimated at 10 to 11 million pounds per year. In the fish trades these were big figures for those days.

Small scale part-time fishing in the bay had been carried on with the establishment of the presidio. The first full-time commercial fishermen were a group of Italians who came to San Francisco in 1848 and they soon spread to other ports of the State. They used the small Mediterranean lateen sail boats from which they fished hand lines, beach seines, and gill nets but the introduction of the Mediterranean drag or paranzella net in 1876 flooded the markets with fish and drove down the prices paid to fishermen. In the meantime Portuguese had entered the San Francisco fisheries. Many had left the Azore Islands when a pest ruined the vineyards. The State built a fishermen's wharf in 1884 at Union and Green Streets but for many years past the foot of Taylor Street and west to the foot of Leavenworth Street has been considered as the location of Fisherman's Wharf. In June, 1889, the first sardine cannery in the State opened at North Beach, San Francisco. The Chinese stuck by their sailing junks and continued to monopolize the shrimp and sturgeon fisheries. The first steam tug for trawling was introduced at San Francisco in 1885 and by 1892 steam power was replacing sail. At this time fishermen were beginning to use cracked ice but they had not yet started cleaning fish at sea.

Through the 1880's and 1890's San Francisco was to fishermen and the general populace "the City." Then its glory as a fishing port



FIGURE 33. A portion of the crab boat fleet tied up at Fisherman's Wharf, San Francisco. Photograph by J. B. Phillips, May, 1934.

began to fade. Whales became scarce and sea otter were long gone. Salmon runs had declined and the canneries had closed. Stringent laws had prohibited the taking of sturgeon. Bay shrimps could not compete with ocean prawns. Eureka crabs broke the monopoly of the San Francisco Crab Fishermen's Union. The fleet of trawlers transferred headquarters from San Francisco to Eureka (1935-1940). With truck transportation, almost every port was a potential shipping point. There was a revival when the sardine industry boomed (1934-1946). Canneries and reduction plants mushroomed in the Bay area but that gold mine was soon worked out and most of the canneries closed their doors.

In the last 20 years the fish deliveries at San Francisco have fluctuated from 9,000,000 pounds in 1946 and 1947 to 90,000,000 in the peak year 1941. The figures have been influenced by the deliveries during the big years of the sardine industry. The average for the 20 years has been 43,000,000 pounds per year. In 1951 the leading species were albacore, crab, salmon, sole, shrimp, rockfish and lingcod.

Sport fishing for striped bass in the delta area has had a spectacular growth in the last 15 or 20 years and several thousand sportsmen of San Francisco now indulge. They also troll for salmon in the bay area and outside the Golden Gate with shorter periods of albacore trolling "outside the gate." In 1952 there were in the San Francisco area 118 party boats and many more privately owned sport fishing boats.

Hunter's Point

Located on the east side of the San Francisco Peninsula jutting into San Francisco South Bay across from Alameda and five miles south of downtown San Francisco. Since the early days of fishing in the bay, this point has been well known for its Chinese shrimp camps. Through the years, there have been three or four camps (now only two) each

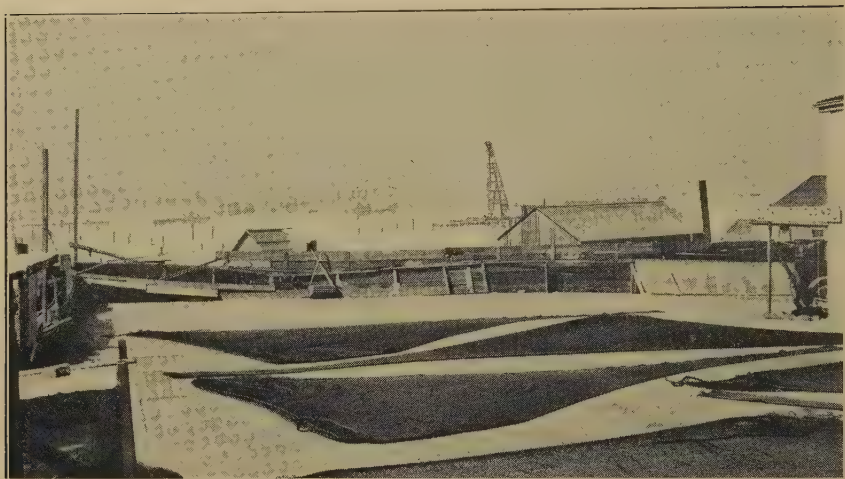


FIGURE 34. Chinese shrimp nets drying at the Quong Fat Co. at Hunter's Point near San Francisco. Photograph by Paul Bonnot, November, 1930.

made up of several boat crews, living quarters, sheds for cooking and grading the catch, wooden platforms for sun drying shrimp, net tanning vats, dry racks for nets and gear storage sheds. Each had a rickety dock where boats tied up and unloaded.

The Chinese fishing camps (sturgeon and shrimp) have had the most colorful and, to us, exotic history of all the fishing operations in the State. Power boats have replaced sailing junks but the choice places to fish and the shrimp gear used have changed little through the years. The triangular trap nets were staked to the mud bottom in a line and changed with the flow of each tide. They were ingenious and efficient. The hand-woven nets were distinctly a Chinese piece of gear seen nowhere else in the State.

Chinese families acquired the exclusive right to the best fishing grounds and for a certain consideration would farm out the fishing privilege quite contrary to our law but in accordance with a more binding Chinese precedent. Destruction of some small fish in the shrimp nets opened an opportunity for unscrupulous politicians to propose hampering legislation so that a campaign fund to kill the bill would be collected from the Chinese. The fishermen knew they were being robbed but they paid rather than fight. After all, such methods had been familiar to them and their ancestors for centuries past in Cathay.

In 1875 it was estimated that there were 1,500 Chinese engaged in catching and drying shrimp in the San Francisco area. In 1897 there were 26 shrimp camps in the bay region but the number had been reduced to 19 by 1910 and now only the camps at Hunter's Point remain to remind us of what was once a great fishery. These camps produced a dried product for export and supplied the San Francisco markets with small but splendidly flavored shrimps. It was the custom in several San Francisco restaurants to place a heaping plate of cooked shrimps before the patron so that he could nibble while looking over the menu. Most of Hunter's Point is now reserved by the U. S. Navy.



FIGURE 35. The notorious setline sturgeon hook used by the Chinese in the San Francisco Bay area. The unbaited barbed hooks with needle sharp points, dangled a few inches above the mud bottom. *Photographed by Phillips of San Pedro.*



FIGURE 36. Union Codfish Co. repacking plant on Belvedere "Island," Richardson Bay.
Photograph by the author, July 13, 1921.

Farallon Islands

Located 32 miles west of the Golden Gate. These islands were discovered by the Cabrillo expedition of 1543. Bodega (1575) named them Farallones de los Frayles (cliffs or pointed islands of the Friars). Drake (1579) called them Islands of Saint James. He landed and obtained seal meat for his crew. In 1603 Vizcaíno landed. The name Los Farallones is said to have first been given the islands by crew members of Spanish galleons on their return from the Philippines on their way south down our coast to Mexico. The first of the galleon trade with the Orient was in 1566. As early as 1806 the Russians were hunting sea otter near San Francisco and the islands were made a station of the Russian American Fur Co. from 1809 until 1812 when other stations had been established at Bodega and Fort Ross. In the gold rush year of 1849 the gathering of sea bird eggs started and became a lucrative business for 40 years until a battle between rival egg companies led the U. S. marshal to halt the nest robbing and the islands were made (1909) a bird sanctuary. In 1855 an island lighthouse was erected and when a lightship was anchored midway to the islands the three lights (the Farallon, the lightship and a light on Alcatraz Island in the bay) formed a straight guiding line by way of the middle channel entrance and through the Golden Gate.

The Farallon Islands have been a landing place for fish only because a buyer barge from Bodega Bay occasionally anchors at the islands for a short time during a salmon run when trollers are active nearby. This saves the small boats a long run to port as well as insuring the buyer some salmon that otherwise might be delivered to a rival buyer ashore.

PLUMAS COUNTY

Lake Almanor (Chester)

This is a reservoir 55 miles east of Red Bluff. The name is derived from Alice, Martha and Elinore, three daughters of one of the water company officials. The town of Chester is on the northwest shore of the lake at which point there is a reduction plant producing fish meal from carp which are beach seined, under permit, from the reservoir. The 1951 catch at the lake was 63,000 pounds of carp.

ALAMEDA COUNTY

Hayward

Located on the east side of San Francisco South Bay, 14 miles southeast of the City of Alameda. The town stands on a part of the San Lorenzo Rancho. It was laid out in 1854 by Guillermo Castro and named for an American friend of his, Wm. Hayward. The town is five miles inland from the bay but on the bay shore is a little settlement, Hayward Landing. This is not a fishing port and no landings have been made here except one doubtful record of 56,000 pounds of crabs delivered in November and December of 1949. These must have been trucked in as there is no crab fishing in this part of the bay.

Alameda

Located across the bay east of San Francisco and just south of Oakland. The creek was called (1795) El Arroyo de la Alameda (promenade through a grove of cottonwoods). The region was once called Encinal (place of oaks). The town has not been a fishing port and has no facilities except several private wharves. Three or four commercial fishermen live in Alameda but there have been no regular landings of fish here. One fish dealer received 1,200 pounds of crabs in 1934 and another 900 pounds of crabs were reported in 1950.

In 1952 there were 10 sport fishing party boats operating from Alameda.

Oakland

Located across the bay east of San Francisco. The town (started in 1850) was settled on a portion of the Rancho San Antonio. This grant, made in 1820, included the sites of the present Cities of Oakland, Berkeley, Alameda, Emeryville, Piedmont, Albany and part of San Leandro. The first railway train from the east reached Oakland in November of 1869, giving the city a business boost. Extensive dredging has developed miles of deepwater frontage and extensive shipping. Lake Merritt of 155 acres in the city is famous as a bird refuge and is said to have been the first (1869) in America.

There are now no special fish handling facilities in the city and no canneries. Up to 1940 shark boats unloaded at Oakland and some crab and salmon were delivered but a portion of the catch credited to Oakland was actually unloaded from the boats elsewhere. Some of the shrimp unloaded at San Pablo Bay is trucked to Oakland for dehydration. The catch for the last 20 years has averaged 200,000

pounds per year with a peak of 700,000 pounds in 1936. The 1951 catch of 87,000 pounds was made up of crab, albacore, salmon, surf perch and carp. Sport fishing out of Oakland is active both in the delta area for striped bass and trolling outside the Golden Gate for salmon and albacore. In 1952 there were seven scheduled party boats out of Oakland.

Berkeley

Located five miles north of Oakland. The town is known chiefly as the location of the state university which was established in 1868. It took over the "College of California" which was started at Oakland in 1853.

This city has not been a fishing port but moderate amounts of fish have been landed there, chiefly for local consumption. Few fishing boats land there now. A well known fish restaurant in the city buys directly from fishermen and some bay shrimp is trucked in for picking in Berkeley. There is a cannery for sportsmen in the city where sport boats unload salmon and albacore caught outside the Gate by trolling. Berkeley is an active center for sport fishing and in 1952 there were 33 party boats running out of this port.

The commercial landings for the last 20 years have averaged 50,000 pounds per year with a peak of 124,000 pounds in 1946. The leading species in recent years have been salmon, albacore, crab, flounder, Pacific halibut and smelt.

CONTRA COSTA COUNTY

Richmond

Located 12 miles northwest of Oakland. The area was explored in 1776 by Juan Batista de Anza. This fishing port was engaged in rather small scale operations until the growth of the sardine industry following World War I. Sardine canneries and reduction plants sprouted like mushrooms on the bay shores of Point Richmond until there were 21 plants in 1950. Two years later (1952) only 12 remained in operation and six or eight plants had been dismantled. This decline was due to the failure of sardine catches in the Central California region. There are abundant fish handling facilities at this port but a great scarcity of fish. There are two shrimp firms operating on catches from the bay that are delivered to the Richmond docks. These plants have cookers, dryers, and graders and they package the shrimp for shipment.

During the last 20 years the average landings at Richmond have been 71,500,000 pounds per year with a peak in 1939 of 280,000,000 pounds, nearly all sardines with small amounts of shrimp. The landings in 1950 were 12,600,000 pounds of sardines, shrimp and mackerel. The 1951 catch was 300,000 pounds of shrimp, salmon and flounders.

Twenty or thirty sport fishing boats operated out of Richmond in 1952 including 11 scheduled party boats.

Point San Pablo

Located four miles northwest of Richmond. This is a bold point jutting a mile northwest into the bay. Generally speaking, this is not a fishing port but during the boom in the sardine fishery there were

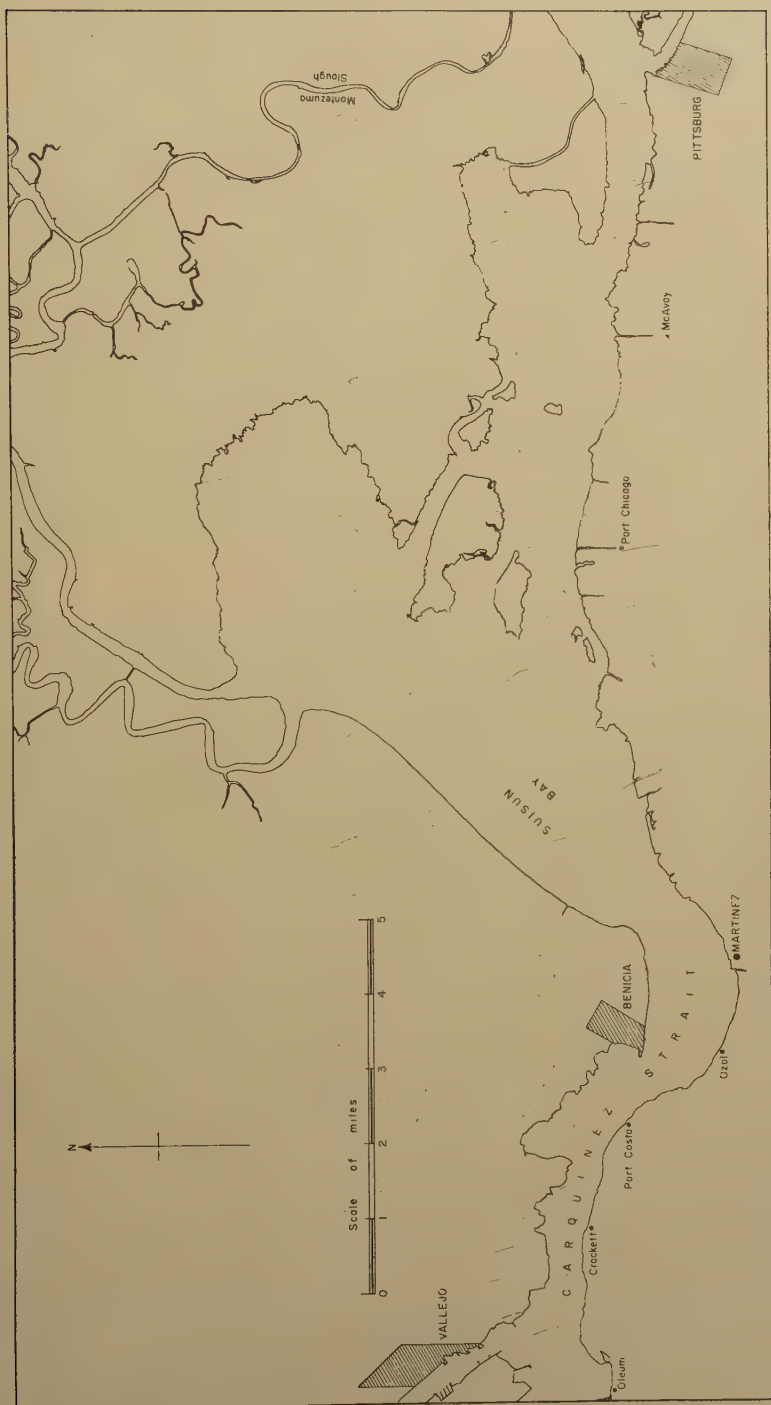


FIGURE 37. Carquinez Strait, Suisun Bay and east to Pittsburg

two sardine processing plants at this point. The records of landings have been combined with those of Richmond. The town of San Pablo is inland five miles east of Point San Pablo.

El Sobrante

The town on the south side of San Pablo Bay is located two miles inland, three miles northeast of San Pablo and two miles south of the town of Pinole. In past years the name applied to a general area as part of a 1841 land grant, El Sobrante Rancho, to Juan José Castro. The beach between Pinole and the Giant Powder Co. location was the site of early camps of Chinese fishermen. At first they fished setlines for sturgeon and practiced the trick of "blocking off." This meant stretching a net across an estuary or stream mouth on an ebbing tide. At low tide a flat-bottomed barge was pushed over the mud to the net where the stranded fish could be picked up by hand. Many years later in the 1920's when a striped bass fisherman used this trick we thought it was new. The Chinese also marketed clams and, after the laws were changed to protect sturgeon, the camp became known as a clam camp but it has now disappeared. There have been no "landings" of fish at this spot for many years. Now there is some clam digging for sport fishing bait.

Carquinez Strait

This is a river channel eight miles long and a mile wide, connecting San Pablo and Suisun Bays. The whole Central Valley of California (Sacramento and San Joaquin Rivers) drains out this channel. The name is that of a local Indian village. The first discoverer was Capt. Pedro Fages (1772) who named it Río Grande de San Francisco. Four years later it was visited by Juan Batista de Anza, and his party recorded the fact that there were many native villages on both sides of that strait inhabited by peaceful Indians who lived mostly on fish. They used nets and fished from rafts on which they could cross the strait. More than a hundred years later when all the Indian villages were gone, Italian fishermen were fishing with nets in these same waters. The strait was a favorite "drift" for their gill nets. The catches of salmon, shad and striped bass were delivered to Martinez or Pittsburg so Carquinez Strait is not recorded as a place of landing in our records.

Crockett

Located on the south side of Carquinez Strait less than one mile east of the Carquinez Highway Bridge. The city, founded in 1877, was named after Joseph B. Crockett, a prominent citizen. It is now best known as a sugar refining town. In past years this was a minor landing place for salmon, shad and striped bass caught by drift gill nets in the strait and nearby. Most of this fish was sent out by truck or railway express for processing elsewhere.

The heaviest landings were made 15 years ago, starting in 1938 with 24,000 pounds. There have been no landings recorded since 1949. At Crockett there is a yacht harbor, near the bridge over Carquinez Strait, sheltering a dozen party boats, a few commercial fishing boats, many sport craft and a large supply of skiffs for rent.

Port Costa

Located on the south side of Carquinez Strait two miles east of Crockett. This port was of little importance as a fishing town until the boom in sardine fishing. Through the 1940's purse seine boats delivered sardines at the docks of Port Costa. By 1940 there were two sardine reduction plants at this port and the peak year of deliveries was 1941 of 15,000,000 pounds. Ten years later (1951) the landings had dropped to 51,000 pounds, mostly shad and a little salmon. The failure of the sardine supply ended the fisheries activities at Port Costa.

Point Carquinez

Located on the south shore of Carquinez Strait one mile southeast of Port Costa and two and one half miles northwest of Martinez. The shore road through this point (from Crockett to Martinez) is hilly and winding, so much so that it is known locally as Burma Road. There is no town here and the spot cannot be considered a fishing port except that a dredged cut in the shallow water was made and a wharf with conveyer into a plant allowed purse seine boats to unload there. The plant was equipped with reduction machinery and cutting tables to handle the sardines but there were no canning facilities. The cut sardines were hauled in chilled brine trucks for canning in Martinez. This was an unusual procedure at the time but it has been duplicated elsewhere since then. The records of landings were credited to Martinez because the fish were canned there. There have been no landings at Point Carquinez in recent years.

Ozol

Located on the south shore of Carquinez Strait one and one-half miles west of Martinez. Ozol scarcely can be considered a town but there is a wharf at which purse seine boat loads of sardines were delivered during the boom in the sardine fishery. Otherwise Ozol cannot be considered as a fishing port. There are two sardine reduction plants at this place but neither has operated in recent years.

Martinez

Located 30 miles northeast of San Francisco on the south shore of Carquinez Strait. A ferry from Martinez crosses the strait to Benicia. The town is named for Ignacio Martinez who settled there in 1842. The place had been known to the Spanish as Cañada del Hambre (canyon of hunger) because a posse of soldiers, on a campaign against the Indians, nearly starved here.

Three or four decades ago Martinez and Pittsburg were the chief fishing ports of the Bay area above San Francisco. Martinez was headquarters for a fleet of drift gill netters taking salmon, shad and striped bass. There is a large city dock with acres of slips to accommodate both sport and commercial fishing boats as well as a fleet of pleasure yachts. Now the port is chiefly a yachting and sport fishing center. For years there were three fish canneries but only one remains. The other two are packing vegetables. Sardine purse seine boats used to deliver at Martinez but in more recent years they unloaded at Port Costa into brine trucks for delivery to Martinez.

For the last 20 years the landings have averaged 5,000,000 pounds per year with a peak of 21,000,000 in 1936. The fish have been sardines, salmon and shad. The 1951 landings were 170,000 pounds of salmon and shad with a little flounder.

Port Chicago

Located on the south shore of Suisun Bay seven miles east of Martinez. Beginning in 1935 this port became a sardine receiving point for purse seine boats delivering in the Bay area. There were two sardine plants here, one cannery and a reduction plant. This port was taken over by the United States Navy which led to the closing of fishing activities. The catches were almost entirely purse seined sardines for an 11-year period 1935-1945, inclusive. During these years the sardine deliveries averaged 11,000,000 pounds per year with a peak of 18,700,000 in 1941. No deliveries have been made since 1945.

McAvoy

Located south of Honker Bay on the south bank of the Sacramento River three miles east of Port Chicago and four miles west of Pittsburg. This little town is not a receiving point for commercial fish but is in a region frequented by vacationists from the Central Valley who catch fish or buy them from local markets. The fish are carried home to smoke, dry or to be used fresh. During the salmon season of 1951 the catches were poor in this area. Some commercial fishermen who trolled for albacore outside the Golden Gate had a happy thought. Instead of selling their catches in San Francisco, they ran up the Sacramento to McAvoy where they were able to retail their albacore at a better price. This explains the oddity of 12,000 pounds of albacore, in one year only, delivered at a most unlikely point in the delta area.

A mile north of McAvoy and four miles west of Pittsburg is Stake Point. A line drawn from this point northeast across the river to the west end of Chipps Island forms part of the boundary line above which netting of salmon and shad was prohibited in 1951.

Pittsburg

Located south of the junction of the Sacramento and San Joaquin Rivers above Suisun Bay and four miles west of Antioch. Rancho Los Médanos (granted in 1839) was sold to an American (1849) who laid out the Town of "New York of the Pacific" because New York Landing was located about where Pittsburg is now. The point below town is still known as New York Point. A coal mine was opened (1859) and the town became known (1863) as Black Diamond. In the 1880's the Pittsburg Railroad was built from the mine to tide water at Pittsburg Landing. Mine production slumped (1885) and the name of the town was changed (1909) to Pittsburg.

For almost a century this town has been an important fishing center. For many years it was the chief receiving point of this region for drift gill netted salmon, shad and striped bass. Not only did fishing boats deliver here but pickup buyer boats ran both down and up river for delivery at this port. One large cannery was built here soon after the turn of the century and some 30 years later a second cannery was erected. For years there have been five large buyer houses equipped

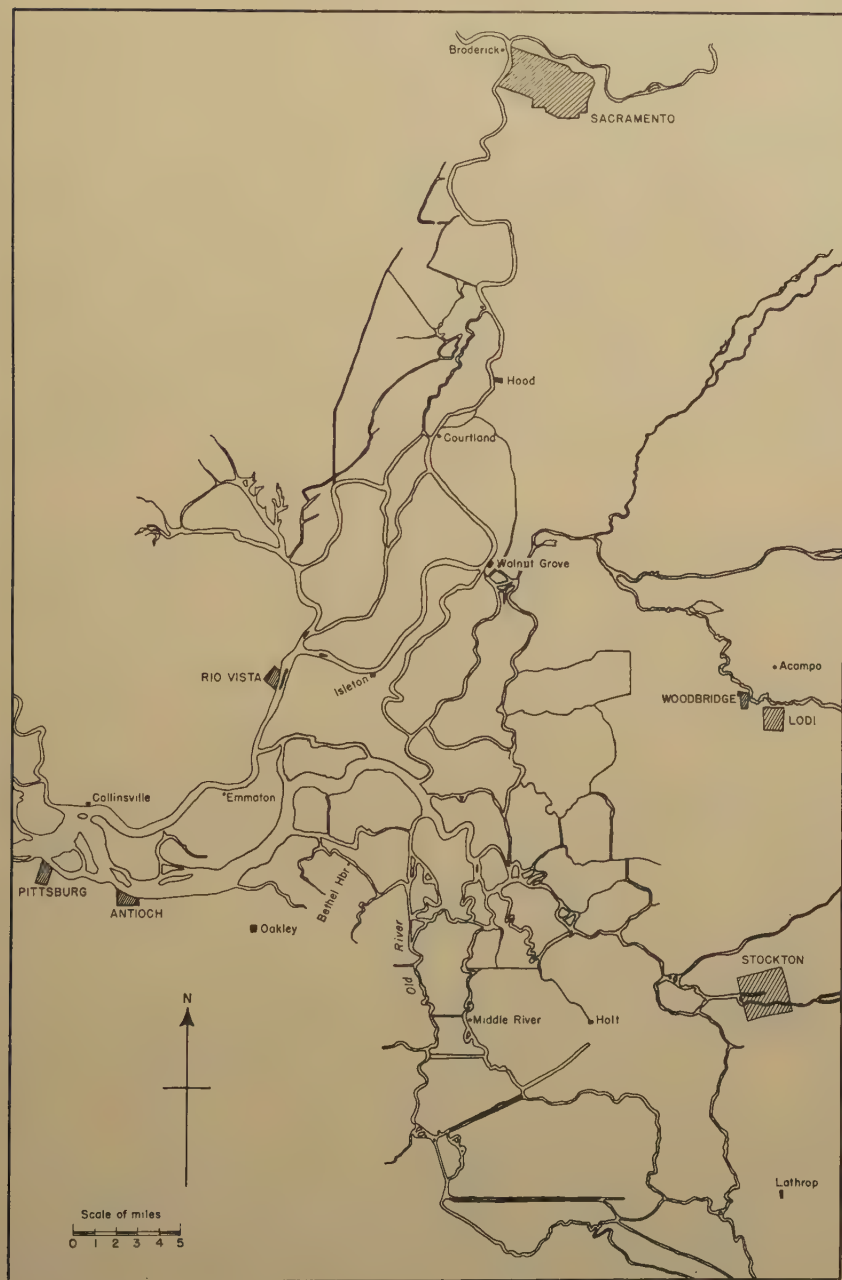


FIGURE 38. The delta area from Pittsburg to Sacramento and Stockton

for dressing and mild curing. There is rail, water and truck shipment of fish products from here. Because this was a famous salmon mild curing port and later a cannery center, the landings here have been heavy for the past 40 years. The annual average has been about 30,000,000 pounds. The peak year was 1934 with 94,000,000 pounds. There followed a series of curtailments. Striped bass were taken off the commercial list, salmon catches were not so great, the sardine supply failed and finally the river area was closed to gill netting. The canneries closed and buyer sheds operated at far below capacity. The total landings at this port have been steadily dropping since 1944. Some salmon and shad still go to Pittsburg but the amounts are a dribble compared with the past. This port became the chief delivery point for catfish caught in fyke traps, but this fishery was halted by a legislative act of 1953. The 1951 landings of all fish at Pittsburg were 1,000,000 pounds.

The Pittsburg Yacht Harbor shelters a number of privately owned sportfishing boats but otherwise there is no sport fishing out of this port.

Antioch

Located on the south bank of the San Joaquin River four miles above Pittsburg. It was first known as Marsh's Landing and later as Smith's Landing. The first house was built in 1851.

There are no fish receiving sheds here and the port has not been a regular landing point for fish. Salmon has been landed there in the past but there have been no deliveries since 1938. A cannery located at Antioch handled shad and shad roe that was delivered to Pittsburg and trucked to the canning plant. In past years, at the height of the sardine fishery two reduction ships were anchored near Antioch, but with the failure of the sardine supply they "folded and stole away." For the three years 1936-1938 the annual deliveries of salmon and shad credited to Antioch averaged 190,000 pounds but most of the shad processed there was unloaded and recorded at Pittsburg. Several sport fishing boats now make Antioch headquarters.

Oakley

Located three miles southeast of Antioch Bridge and five miles east of the town of Antioch. It is half a mile from the nearest water—the Big Break of the San Joaquin River. Oakley has a population of 1,000 and is a station on The Atchison, Topeka and Santa Fe Railway. This is not a recognized fish receiving point and the only record shows 80 pounds of catfish in 1951.

Brentwood

Located nine miles southeast of Antioch and five miles south of the San Joaquin River. This is an inland town of 1,700 population, and a station on the Southern Pacific railway. It is not a recognized fish receiving point but in 1951 49 pounds of catfish was recorded as delivered here. This illustrates the fact that several rather insignificant localities in the delta area recorded their first catches in 1951.

Orwood

Located on Old River on the east side of the Orwood Tract, 16 miles west of Stockton. There is no town, only a whistle stop on the Santa Fe

railway. There are some old warehouses and docks but no fishing boats tie up here regularly. In 1951 there were 2,200 pounds of catfish credited to this spot.

Bethel Island

Located 14 miles east of Pittsburg and five miles northeast of Oakley. The island or Bethel Tract is four miles east of Sherman Island and just west of the Franks Tract. Bethel Harbor is at the edge of Bethel Island on Piper Slough. Beginning in 1948, this has been a landing point for catfish. The largest amount was 26,000 pounds in 1951. In addition, there were 900 pounds of carp that year.

Bethel Harbor is a sport fishing resort with camp grounds and cafe. There are many skiffs for rent and four party boats. In addition, there are about 60 privately owned pleasure boats. Farrar Park is on Bethel Island a couple of miles south of Bethel Harbor at the junction of Taylor and Dutch Sloughs. It is a resort for striped bass fishermen, with about 170 pleasure craft in a yacht harbor and several party boats but no commercial fishing boats.

Old River

Located 15 miles west of Stockton. The river flows north forming the boundary between the east side of Contra Costa and the west side of San Joaquin Counties. There is no recognized fishing port along this stream. The records of fish landings begin in 1951 with 11,000 pounds of carp.

SOLANO COUNTY

Vallejo

Located on the mainland across from Mare Island three miles north of Carquinez Strait. The town was founded in 1850 and named in honor of General Mariano Vallejo, who donated the land. He was chiefly responsible for naming the original 27 counties of the State as instructed by the constitutional convention held in Monterey. This town was the second location of the State Capital, the first being San Jose in 1850. Then Vallejo, 1851; Sacramento, 1852; Benicia, 1853-54, followed, and the final hop landed it back to Sacramento. Years ago Vallejo was an important fishing point with a village of Greek fishermen. There were docks and cleaning sheds at which salmon, shad, and striped bass were delivered. Later the area was taken over by the United States Navy in connection with the Mare Island repair yards and the fishermen moved out. There are no regular fish-handling facilities there now.

In 1880 there were three salmon traps operating at Vallejo. They were the conventional heart-shaped stake and web traps with a long wing. The first such trap was introduced into the San Francisco Bay area in 1861 but they were never very successful in taking salmon in this State. Legislation of 1881 prohibited pound nets, set nets, traps and weirs.

In recent years the records of delivery have been very irregular, 1946, 1947 and the peak year 1951 showing 6,000 pounds of salmon. The town no longer is headquarters for commercial fishing boats but there is a small fleet of sport boats running out of Vallejo.

Benicia

Located on the north shore of Carquinez Strait across from Martinez. A ferry runs between these two towns. The town was laid out in 1847 by Dr. Robert Semple and Thomas O. Larkin (of Monterey fame) on land donated by General Vallejo. It was the expectation that this location would be a rival of Yerba Buena by capturing the shipping and would become the leading port of the Bay region. It was called Francisco after the wife of General Vallejo but when Yerba Buena changed its name to San Francisco, the similarity in names led to the adoption of Benicia, another name of Senora Vallejo. By 1850 the port became headquarters for the Pacific Mail Steamship Co. which brought in a host of gold seekers. The influence of the promoters of Benicia induced the locating of the State Capital here from May, 1853, to February, 1854. Completion of the overland railway (1869) helped the town but it gradually lost in the race against San Francisco.

For many years Benicia has been an important fishing port and at one time (1880) was the site of a salmon cannery. It has been provided with wharves, hoists and cleaning sheds as well as sardine canning and reduction plants. Purse seine boats could deliver directly to the plants. In the last two decades the annual catch has averaged 16,000,000 pounds with a peak of 59,000,000 pounds in 1936. During the 12 years 1934-1945 there were heavy landings of sardines with additional amounts of salmon, shad and striped bass. In 1951 the leading species delivered here were salmon, shad, albacore (shipped in) and carp but the poundage was only a half million due to the failure of the sardine fishery. By 1940 there were four plants, two canneries and two reduction plants at Benicia but only one cannery remained in 1952.

Suisun

Located two miles south of Fairfield and eight miles north of Suisun Bay, the town is on Suisun Slough connecting with the bay. The name is that of a Wintun Indian village. The bay was explored in 1775 and in 1842 the grant of Suisun Rancho was made to Francisco Solano.

There have been no fish deliveries here except in 1951 when 2,700 pounds of shad and 165 pounds of salmon were credited to the town.

Collinsville

Located on the north shore of the Sacramento River five miles northeast of Pittsburg. The town was first called Montezuma, later Newport and still later was renamed Collinsville after J. C. Collins, a squatter in the area (1859). The distinctive feature of the town is the fact that the buildings were elevated on piling as if wading about on stilts to keep out of the floodwaters of the river. Collinsville was for many years well known as a salmon fishing town and in 1880 had three salmon canneries. Later there were docks and cleaning sheds at which drift gill netters delivered salmon, shad and striped bass. During the past two decades the annual catch has averaged 330,000 pounds. In the peak year of 1942 the catch was 759,000 pounds. This portion of the river was closed, by 1951 legislative enactment, to drift gill netting and Collinsville dropped to a place of no importance as a fishing town. The 1951 catch was 370 pounds of salmon.

Rio Vista

Located on the west bank of the Sacramento River 16 miles upstream from Pittsburg. The town was established in 1857 but was washed down river by the winter floods (1861-62) and so was relocated. It was originally known as Brazos del Rio (arms of the river). In past years this was a well known salmon buying point along the river between Pittsburg and Sacramento. There were, in the past, good docks and cleaning sheds for the receipt of salmon, shad, striped bass and catfish. Much of the catch landed here was taken to Pittsburg by carrier boat. A little later, most of the salmon was picked up in a buyer truck sent out by a leading fish dealer of Sacramento. Still later the truck operator was provided with portable scales and record books so that catches could be properly credited to Rio Vista. Now the cleaning sheds are abandoned but the dock may still be used for fish deliveries. Due largely to the proper crediting of catches, the peak year for deliveries at Rio Vista, in the past two decades, was 1951 with 200,000 pounds, mostly salmon with some catfish. With the closure in 1951 of the best "drifts" of the gill netters, the catches in this area are now at the vanishing point and Rio Vista has little to remind us of its past busy fisheries.

SACRAMENTO COUNTY

Emmaton

Located on the north side of Sherman Island just across Horseshoe Bend from Decker Island and close to the main stream of the Sacramento River. It is six miles northeast of Antioch and nine miles northeast of Pittsburg. The name was given by an early landowner honoring his wife. Fifty years ago Emmaton Landing was a town of three stores (one was operated by Chinese), a blacksmith shop, post office, and a schoolhouse. It was a receiving point for drift gill net fish—salmon, shad and striped bass. Twenty or thirty years ago it declined as a shipping port and buildings were moved away for use elsewhere. Now the only reminder of the former town is an old warehouse where sugar beets have been loaded into barges in recent years. A half mile down the slough (west) is a modern resort where skiffs are rented.

Fish from this landing was sent out by pickup boat and credited to other ports so that the volume of fish handled here is not clear in our early records. The last entry shows 68,000 pounds of salmon delivered in 1947.

Isleton

Located on the north end of Andrus Island on the south bank of the Sacramento River six miles up river from Rio Vista. The town was established in 1874 and the island took its name from George Andrus who settled there in 1852. Isleton is a small town on "the river road" from Sacramento. As in several of the river towns of this area, the highway runs along the top of the levee and the town is on low ground as if hiding behind the embankment. The river road drops down from the dike level to pass through the business section of the town and then climbs back to the top of the dike.

There have been no fish handling facilities here but it has been the home of several drift gill net fishermen who, in the past, sold their

catches to Pittsburg pickup boats. In more recent years trucks took the place of boats. A couple of Chinese peddlers bought salmon from local fishermen and routed their trucks through the farming areas of the delta. This peddler poundage, in most cases, was not included in our records because of the wariness of the Chinese. They were hard to find and when interviewed they played it safe and did not understand English. "No fish anyway." Our records show annual deliveries of about 6,000 pounds from 1931 through 1935 but nothing since the latter date. Before 1931 the deliveries were credited to Pittsburg. The catches were chiefly salmon with some catfish.

Walnut Grove

Located on the east bank of the Sacramento River 15 miles up river from Rio Vista and roughly 25 airline miles south of Sacramento. The town was started in 1851. It soon was dominated by a large population of Chinese with their stores, rooming houses and gambling dens located on low ground behind the dike. The first settlers in the delta area (in the early 1850's) were disappointed miners who turned to truck gardening and discovered the fertility of the delta land but levees were needed to reclaim the islands. When the Central Pacific Railroad was completed (1869), hundreds of Chinese laborers were willing to work for very low wages and they were employed at building dikes by the shovel and wheelbarrow method. The modern business houses of Walnut Grove are built along the landward side of the dike road on a level with the top of the levee but the residences are on low ground. Chinatown has been reduced in size but there are still three or four blocks of oriental stores. In recent years a good many Filipinos have settled among the Chinese.

There have been no fishery facilities but the town was a delivery point for gill netted salmon, most of which was sent by boat or pickup truck to Pittsburg with some sales to a Sacramento truck. Our records show deliveries only for 1931-1936, averaging 13,000 pounds per season, with a peak of 32,000 pounds in 1934. The catches were salmon with some catfish.

Courtland

Located on the east bank of the Sacramento River eight miles north of Walnut Grove and 18 airline miles south of Sacramento. A steamer landing was established here in 1870 and the following year a wharf was built. The California Pacific Railroad Company steamers made regular landings and the town was a shipping port for the fruit growing areas round about. In recent years there have been no fish handling facilities other than docks where drift gill netters could deliver and tie up. In early days salmon, shad and striped bass were landed here, and there was a salmon cannery (1880). The peak year 1942 recorded 22,000 pounds. Recent catches have been salmon and catfish but the 1951 legislation closing the river to gill netting salmon and shad has eliminated the salmon deliveries at Courtland.

Hood

Located on the east bank of the Sacramento River 15 airline miles south of the City of Sacramento. There are no facilities here and it has

not been a constant delivery point for fish. A little catfish was reported in 1951.

Clarksburg

Located on the west bank of the Sacramento River 18 miles down river from Sacramento. It has not been a fish receiving port in the last 25 years. For two years (1950-1951) there was reported an average of 3,000 pounds per year of salmon and catfish but the salmon landings were eliminated after 1951 and catfish will not be sold after 1953.

Freeport

Located on the east bank of the Sacramento River eight airline miles south of Sacramento. In the gold rush days the town was an important shipping point to the mines. It has not been a fishing port. The fish catch records show less than 200 pounds of catfish in the one year 1951.

Sacramento

Located on the east bank of the Sacramento River roughly 80 airline miles northeast of San Francisco. The river gives its name (in honor of the Holy Sacrament) to the County and to the City of Sacramento. The area was scouted by the soldier Pedro Fages (1772). The "Sacramento trail" was opened to Oregon by Jedediah Strong Smith (1828) and as a result, Hudson Bay Company men came south trapping beaver through the Central Valley of California (1832-45). John A. Sutter located on the river (1839) and in 1841 was given a grant of land for his colony of New Helvetia. Sutter's Fort was tolerated by the Spanish officials because it served as an outpost against further invasions of the English from Astoria and also it was a lookout post to observe the colonizing of the coast by the Russians who had established themselves on the Farallon Islands, at Bodega Bay and at Fort Ross. With the discovery of gold at Sutter's Mill the incoming miners landed at the embarcadero (near Sutter's Fort) calling it "Sutterville." The townsite was laid out in October, 1848, as Sacramento which was chosen as State Capital in 1852 for a year and later (1854) as the permanent capital. In 1856 the first railroad in the State (Sacramento Valley Railroad) was built from Sacramento to a temporary terminus at Folsom. The following year the California Central Railroad to Marysville was begun. Through the mining days men and supplies went to Sacramento from San Francisco by river boat and passenger service on the river was maintained until very recent years.

River fishing boats could deliver their catches to the Sacramento docks and barge floats but in the last 20 years most of the fish received at this city came in by pickup boat and a little later by truck. In the early years of the fisheries in this area (starting in 1864) the catch was beach seined salmon but later by legislative action drift gill nets took the place of beach seines. There was a salmon cannery in 1880. For the past 25 years the deliveries to Sacramento have averaged 400,000 pounds per year of salmon, catfish and shad. In 1951 the catch (40,000 pounds) was made up of salmon, catfish, splittail and carp. The sport fishing in this area is confined largely to skiff angling for striped bass.

YOLO COUNTY**Broderick (Washington)**

Located on the west bank of the river across from the City of Sacramento. The settlement, known as Washington, was started in the late 1840's and the town was laid out in 1850. Later it was rechristened Broderick. The town is noted as having the first fish cannery (1864) on the Pacific Coast. The plant was on a barge tied up to the river bank at Washington and handled salmon caught by beach seines. These were the days when cans were made at the plant by hand soldering. In the last 25 years all fish landings have been made across the river at Sacramento except for one item of 15 pounds of splittail delivered to Broderick in 1951.

SAN JOAQUIN COUNTY**Lockeford**

Located 17 miles northeast of Stockton and seven miles northeast of Lodi close to the Mokelumne River. The town was founded in 1862 and now has a population of 900. For a few years, during the mining days, steamers navigated the Mokelumne River to Lockeford but at low water they had to stop at Woodbridge. As mining slackened off and when railway competition developed, Lockeford as well as other river towns of this region suffered a slump.

For a five-year period (1931-1935) an average of 2,000 pounds per year of mixed fish was credited to this town. During May, June and July salmon predominated. Other species were recorded as hardhead, splittail, pike and suckers.

Woodbridge

Located on the Mokelumne River two miles northwest of Lodi. This small town was settled in 1850 by J. H. Wood. Two years later a ferry across the river was constructed and in 1858 the ferry was replaced by a bridge known as Wood's Bridge. This has not been a recognized fish receiving point but the records show 245 pounds of catfish delivered over a period of three years 1939-41.

Lodi

Located near the Mokelumne River on U. S. Highway 99 three miles north of Stockton. The records show deliveries of catfish and striped bass averaging 2,000 pounds per year for the three years 1931-1933.

Acampo

Located a couple of miles from the east bank of the Mokelumne River three miles north of Lodi. This small town with two stores was named after a camp of woodchoppers who were there when the Southern Pacific Company completed its San Joaquin Valley rail line in 1876. There are no fish handling facilities and in the last two decades there is only the record of 3,800 pounds of salmon in August and September of 1931.

Middle River

Located 13 miles west of Stockton on the west side of the Lower Jones Tract. Middle River Inn is a resort on Middle River but it is not much more than a whistle stop on the Santa Fe Railway. Two dozen skiffs are for rent and several arks tie up there but no commercial boats headquarter there and it cannot be considered a fishing port. One fish buyer at this spot purchased 3,000 pounds of catfish in 1951.

Schultz Landing

Located on the southwest tip of Bouldin Island at the mouth of Potato Slough where it enters the San Joaquin River. Forty years ago this was a thriving town with a store and a hotel, three or four houses and at least a half dozen arks tied up at the banks. There were fish sheds where salmon, shad and striped bass were received from fishermen and iced (in the round) for shipment by pickup boat. This fishing port began to decline about 1908 but continued as a delivery point for fish to as late as 1932. Since then it has become a resort area catering to striped bass fishermen and no commercial fish deliveries have been made there in the last two decades. This landing is typical of a number of such ports receiving local fish years ago that have since either been deserted or have become skiff renting resorts for the host of striped bass anglers.

Holt

Located on Whiskey Slough off the San Joaquin River eight miles west of Stockton. There is no town here but there is a depot on the Santa Fe Railroad, a warehouse, a general store and post office with about 15 arks moored in the slough. There are skiffs for rent but no facilities for handling fish commercially. The place was named for the Holt brothers who in 1883 made wagon parts and later founded the Holt Caterpillar Tractor Co. The fish catch records show only 530 pounds of catfish delivered in 1951.

Tracy

Located in the southern part of the county 18 miles southwest of Stockton. It is three miles south of the nearest slough of the San Joaquin River. The town was founded in 1878.

Two butcher shop dealers in the town bought catfish from local fishermen. The fish were skinned on the fishing grounds and delivered by automobile to Tracy. During the last decade, the yearly catch averaged 4,000 pounds of catfish.

Lathrop

Located two miles east of the San Joaquin River, nine miles south of Stockton. Lathrop was built as a junction point on the Central Pacific Railroad and in 1869 was named after Mrs. Jane Lathrop Stanford, wife of the Senator. The town has no fishery facilities but one commercial fisherman made it his headquarters and sold catfish in the community. Part of his catches were delivered to Oakland. The records for several years averaged 1,000 pounds per year but 1950 recorded only 460 pounds of catfish.

Stockton

Located about 45 miles south of Sacramento on the Stockton Channel connecting with the San Joaquin River. The place at one time was called Castoria but was more generally known as Tuleville. Later it was named New Albany. A store opened in 1848 and the following year the city was laid out and named in honor of Commodore Stockton. The city is considered the head of navigation on the San Joaquin River although small boats go farther up some of the branches. Years ago there was a boat freight service to the city and a colony of commercial fishermen made it headquarters and delivered catfish and salmon. Since the 1951 legislation closing the river to gill netting, there has been no salmon. In the past, there were hoists and cleaning sheds, but now there are no special facilities for handling fish. A few commercial fishing boats still make their headquarters at Stockton and a yacht harbor supplies berth space for many sport and pleasure craft.

For the past two decades the yearly catch averaged 110,000 pounds with a peak in 1931 of 481,000 pounds. The 1951 catch was 10,000 pounds, mostly catfish with some smelt. A little albacore was brought in from the ocean. The importance of this city as a fish receiving port has dropped to a low ebb.

Manteca

Located four miles east of the San Joaquin River, four miles south-east of Lathrop and 12 miles south of Stockton. The name is Spanish for butter but also was applied to the fat under the hide of cattle. The town is still in a productive cattle region. There are no facilities here. A butcher shop bought catfish from a local fisherman. The records show catfish deliveries for three years 1938, 1948 and 1949. The average annual poundage was 500.

STANISLAUS COUNTY

Modesto

Located 30 miles south of Stockton. The Tuolumne River is a couple of miles south of town. The town site was established in 1870 and the settlers wished to name it Ralston after a prominent citizen but he declined the honor. The Spanish word for modesty was then selected. There are no fishery facilities but catfish deliveries are recorded for three years 1935, 1950 and 1951. The peak year was 1951 with 3,000 pounds of catfish.

Newman (Hills Ferry)

Located on the south edge of Stanislaus County on State Highway No. 33, 15 miles southwest of Turlock and 24 miles south of Modesto. It is close to the point where the Merced empties into the San Joaquin River. This town (established in 1849) was originally known as Hills Ferry where the San Joaquin River was crossed. After the railroad came through (1887), a town was laid out and called Newman. A tallow works near town receives, at intervals, carp that is seined, under permit, from the neighboring drainage area of the San Joaquin. In 1949 the reports show 89,000 pounds of carp delivered to the reduction plant.

SAN MATEO COUNTY

Daly City

Located on the south edge of San Francisco in the urban area that spills over into San Mateo County. It is two miles inland from the coast but in 1947 a local buyer recorded 300 pounds of crabs. This was in compliance with the then existing law concerning all fish retailers. The city obviously is not a landing port for fish.

San Mateo

Located 15 miles south of San Francisco and a mile from San Francisco Bay, and nine miles northeast of the coast at Half Moon Bay. The name is Spanish for Saint Matthew and prior to 1827 the locality was a station of the San Francisco de Asís Mission. San Mateo Rancho was granted in 1846. In 1856 the County was formed from a portion of San Francisco County. During the 1860's the town was known as "Baywood."

This inland town is not a fisheries port but during the period 1945-1950 there was reported an average delivery of 4,000 pounds per year of crabs and salmon. The catches were made in the ocean at Half Moon Bay. One fisherman and a fish dealer living in San Mateo did their bookkeeping at home and reported fish as landed at San Mateo instead of at Half Moon Bay.

San Carlos

Located two miles north of Redwood City; four miles east of town is San Francisco Bay and 11 miles west is Half Moon Bay on the coast. The town was named for Saint Charles. This is not a fish receiving port but a buyer recorded 15,800 pounds of crabs during the last two months of 1947 and 2,800 pounds in 1948. This was during the period when all fish retailers were licensed. Apparently after 1948 the deliveries here were properly designated as landing at Half Moon Bay.

Redwood City

Located 23 miles south of San Francisco and two miles west of San Francisco Bay but connected with the bay by a slough (Redwood Creek) which is navigable to small boats. Twelve miles to the west over the Coast Range Mountains is Half Moon Bay on the ocean front. During the Spanish and Mexican rule Redwood Creek was an embarcadero or shipping point for hides and farm produce. With the coming of the Gringos the redwood forests were utilized and by 1850 there were sawmills at nearby Searsville and Woodside. Redwood lumber was shipped from Redwood Creek and the settlement of Mazeville changed its name to Redwood City. Logging continued about 55 years (1850-1905) supplemented by the harvesting of tanbark which was shipped from Redwood City. Shipbuilding (schooners), wagon making and blacksmithing boomed and later a tannery added to the bustle of the embarcadero. Fisheries played very little part in the activity of this port. The only landings reported totaled less than 4,000 pounds of crabs in the two years 1947 and 1948. These crabs were trucked over the mountains from Half Moon Bay to a Redwood City butcher-shop during the brief period when licenses and records were required of fish retailers.

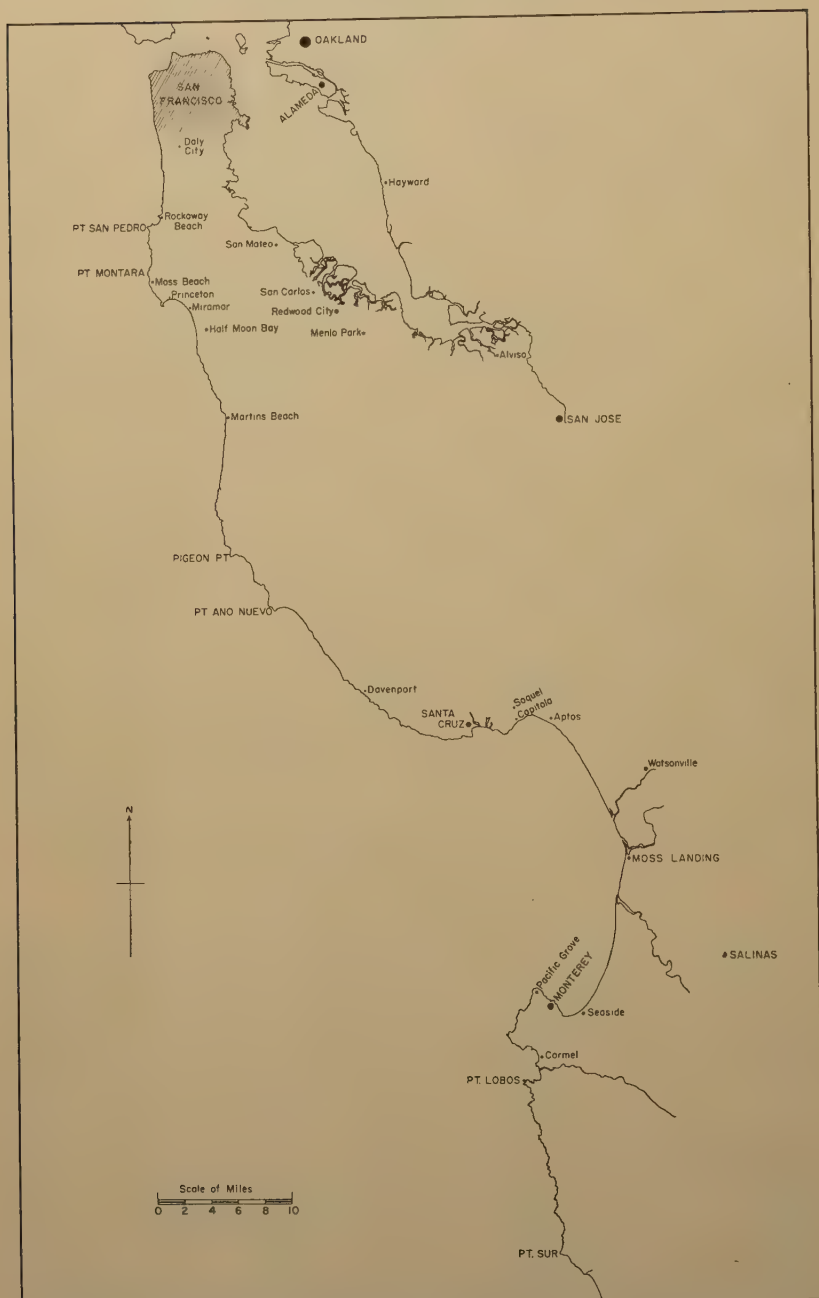


FIGURE 39. San Francisco South Bay, Monterey Bay and south to Point Sur

Menlo Park

Located two miles north of Palo Alto and 15 miles inland from the coast at Half Moon Bay. The town was named after Menlo Park, Ireland. A land grant was made in 1851 and in 1863 the San Francisco-San Jose Railroad was completed and the town grew up about the station. For 14 years out of the past two decades crabs landed at Half Moon Bay were trucked to Menlo and reported as landed at the inland town. Much of this was retailed by fish peddlers. The poundages averaged 115,000 per year with a peak of 400,000 in 1943. Since 1949 the crab catches have been properly credited as landing at Half Moon Bay.

Rockaway Beach

Located on the coast 10 miles south of San Francisco. This small resort town of 250 population has no special facilities for handling fish but has been home to several commercial fishermen. Troll-caught salmon has been handled here for many years but much of the time it was trucked to San Francisco and recorded there. Fish dealers in San Francisco sent pickup trucks down the coast to collect salmon at way stations. For a five-year period (1936-1940) an average of 4,000 pounds of salmon per year was recorded on fish receipts as from Rockaway Beach. The peak year 1937 showed 10,000 pounds of salmon. There have been no such records since 1940.

San Pedro Valley

Located close to the coast 10 miles north of the city of Half Moon Bay. This is the valley of San Pedro Creek that empties into the ocean at San Pedro Point. The fish credited here was no doubt landed at the point and peddled to the farmers and truck gardeners of the valley.

During the seven-year period 1942-1948 the poundage recorded averaged 620 per year with a peak of 1,000 pounds in 1943. Through the summer months the leading species was salmon. At other times, a little rockfish was delivered.

San Pedro Point

Located 10 miles north of the City of Half Moon Bay. Small amounts of fish, mostly salmon, were delivered here for years by three or four local skiff fishermen. Most of the landings up to 1948 were recorded as Pedro Valley but beginning in that year the records show the point as the place of landing. The 1948 record indicates 490 pounds of salmon. Since then the landings have averaged 300 pounds of salmon per year.

Point Montara

Located on State Highway No. 1 just north of Point Montara. The small town of Montara is six miles up the coast from Half Moon Bay and three miles north of Princeton. It is not a fishing port and there are no facilities for handling fish. In one year, 1939, the records show landings of 6,000 pounds of mixed fish—sharks, sole, rockfish, turbot, and other species.

Moss Beach

Located on the coast five miles northwest of the town of Half Moon Bay and one mile south of Point Montara. This is not a fishing port, but merely a landing point for a few local fishermen. The records show

crabs landed here during the four-year period 1946-1949. The average has been 3,000 pounds per year with a peak in 1946 of 6,000 pounds. The last report in 1949 indicated 360 pounds.

Miramar

Located on the coast three miles north of Half Moon Bay. This town with a "sea view" was first known as Amesport Landing, named after Mr. Ames who built a wharf here in 1867. There are no special facilities and fish landings at this place were not recorded until 1950 when 650 pounds of crabs were reported.

Princeton by the Sea

Located on the coast three miles north of the town of Half Moon Bay and about 18 miles south of San Francisco. It is at the north end of the crescent-shaped bight of Half Moon Bay. It was formerly called Old Landing and was a shipping port for produce by schooner to San Francisco. There are now three piers, one public and two cannery piers, each of which is provided with hoists for landing fish. In spite of the exposed coast, two fish canneries located here but by 1950 only one was operating due to the scarcity of sardines. There is a refrigeration plant freezing salmon, albacore and sardines (when available). There is a small local fleet of commercial fishing boats anchored in the cove in the lee of Pillar Point but in recent years the transportation of sport fishermen has been more profitable and market fishing is largely confined to the winter months. In the summer time the little town is flooded with sport fishermen so there is little chance to park a car near the public wharf. Two of the piers are open to anglers but most of the visitors prefer a trip at sea. Out of this port there are 15 all-day party boats and two charter boats. There are three or four amphibian craft that take out passengers for fishing.

The commercial landings have been reported for the eight-year period (1944-1951) and have shown an annual average of 680,000 pounds, chiefly sardines, salmon, crabs and albacore. The peak year was 1945 with 2,000,000 pounds, mostly sardines. In 1951 the species in order of volume were salmon, crab, lingcod, albacore and rockfish.



FIGURE 40. Princeton. Photograph by R. D. Collyer, April, 1949.

Half Moon Bay

Located at the southern end of the crescent shaped bight of Half Moon Bay about 21 miles south of San Francisco. The town was settled in 1863 and for 40 years was known as Spanishtown. From 1860 to the 1880's there was a shore whaling station at Pillar Point at the north end of the bay. Now there are no special facilities for handling fish but landings have been reported for 12 of the last 21 years. The average annual catch has been 73,000 pounds with a peak of 300,000 pounds in 1950. The species delivered in 1951 were, in the order of volume, salmon, crab, abalone, rockfish and lingcod. There is little ocean sport fishing because visitors go to Princeton. There is some beach seining and dip netting of smelt on the beach but this activity centers at Martins Beach six miles down the coast from town.

Martins Beach

Located on the coast six miles south of the town of Half Moon Bay. This is a resort with cottages for rent. There is no wharf here and no handling of fish other than surf fish from the beach. The outstanding feature of this place is the sport and commercial fishing of smelt and visitors flock there either to catch or to buy these silvery fishes. Smelt are on sale either fresh or frozen for bait or as a table delicacy. The commercial fishing is by beach seining which is legal in this district. Sport fishing is chiefly by wading into the surf and dip-netting the fish in the backwash of the waves. The net used is the triangular A-frame of two poles and webbing that was copied from the Indian gear used along the northern beaches of the State. Both "day smelt" (or surf smelt) and night smelt (or whitebait) are taken and both types spawn on the beach here and at Half Moon Bay. The heaviest spawning runs occur in July, August and September.

Commercial landings of smelt at this point have been reported for four years (1948-1951) showing a total of 34,000 pounds. The peak year of 1951 recorded 19,000 pounds. No other species were reported.

Pigeon Point

Located on the coast and on State Highway No. 1, 15 miles south of Half Moon Bay. Named because of the wreck of the clipper ship "Carrier Pigeon" (1853) but for many years it was locally called "Punta Ballena" because a Portuguese whaling company operated a shore station here for more than 30 years (1862-1895). In 1872 a light station was established on the point. For many years the cove south of the point was a shipping port for lumber. There have been no fish handling facilities here but the locality is known to sportsmen as a source of clams and abalones. The fish delivery records indicate 300 pounds in 1933 and over 2,000 pounds in 1950, mostly salmon. It is possible that a buyer making out fish receipts has confused locality of catch with point of landing. At any rate, this is not a recognized port of fish delivery.



FIGURE 41. Pigeon Point and the lighthouse. *Photograph by the Waves Research Laboratory, University of California, March 3, 1947.*

Point Año Nuevo

Located at the extreme southwestern tip of San Mateo County six miles southeast of Pigeon Point and 18 miles northwest of Santa Cruz. Sebastián Vizcaíno in 1603 named this Punta del Año Nuevo (New Years Point) because of the calendar date of his visit. A land grant (1842) of this area was made to Simeon Castro. Twenty years later the grantees were making butter and cheese for shipment along with lumber for San Francisco. A wharf was built at the cove (Año Nuevo Bay) and a small settlement started at a spring near the point. There is now a lighthouse on the point. There are no landing facilities here and fish deliveries have been practically nil. Sportsmen take clams and abalones in the area.

SANTA CLARA COUNTY

Sunnyvale

Located inland on U. S. Highway 101 eight miles northwest of San Jose in the fruit growing area of the Santa Clara Valley. In no sense is the town a fish receiving point. The only record of fish is an item of 1,700 pounds of smelt delivered in July and August of 1948 during

the two-year period when the law required a license and records of all fish retailers.

Alviso

Located five miles north of Santa Clara and eight miles northwest of San Jose at the head of navigation on Alviso Slough which connects the site with the extreme southern tip of San Francisco Bay. It was named after Ignacio Alviso who came here with the Juan Bautista de Anza party (1775) and became a prominent ranchero. This area was a populous Indian camp ground and fishing center when the white men arrived. The Santa Clara de Asís Mission was founded on Río Guadalupe (Guadalupe Slough close to Alviso Slough) in 1777 but it was twice flooded and had to be moved, two years later, to its present site on higher ground. Alviso was known as Embarcadero de Santa Clara because it was the shipping port for not only the Mission and nearby pueblo of San Jose, but for the entire lower bay territory. Its importance continued and grew. In the period 1835-1850 Yankee ships carried on an active trade for hides and tallow at Alviso and, as agriculture developed, the produce from surrounding ranches was shipped to San Francisco via Alviso. Supplies for the New Almaden quicksilver mines were shipped through Alviso. This port became even more active when San Jose was made the State Capital in 1849 and a scheduled steamer line operated between San Francisco and Alviso. By 1865 the completion of railway lines began to divert trade from the port and its glory faded. Wharves and warehouses remained and fish could have been handled if there had been any but for many years the waterfront was neglected. Finally a reduction works was established not far away and in 1947, 23,000 pounds of sharks were delivered at Alviso for reduction of the carcasses and recovery of the livers. A few pounds were delivered the following year.

There is now some sport fishing on South Bay and in 1952 one party boat operated out of Alviso.

San Jose

Located 10 miles southeast of the southernmost tip of San Francisco Bay. It was the site of a large Indian town. The Spanish renamed it after Saint Joseph, husband of the Virgin Mary. San José de Guadalupe was the first city (as distinct from presidio or mission) in California (1777). In 1849 San Jose was chosen to be the first capital of the State. This inland town has not handled fish but it was the mailing address of a reduction plant.

Campbell

Located inland five miles southwest of San Jose. The town was established in 1885. This is not a fisheries town and the only fish reported from here was 575 pounds in December of 1943, mostly carp, with a little salmon and catfish.

SANTA CRUZ COUNTY

Davenport

Located on the coast 12 miles northwest of the City of Santa Cruz. The settlement was established in 1841 by Captain Davenport at the mouth of Arroyo del Agua Puerca. The present town has grown up at

a cement plant one mile south of the original site and nothing now remains of "Davenport Landing." The captain built a 450-foot wharf from which lumber and lime was shipped. Two schooners were built here for lumber transport to San Francisco.

The locality became well known as a shore whaling spot from the 1850's into the 1880's. Some early whaling had been conducted by ships along the coast but Captain Davenport has been credited with being the first, or one of the first, to carry on whaling in which the small boats towed carcasses to the beach for flensing and open air rendering for the oil. Whales were so abundant that towing more than two or three miles was not necessary. The men lived ashore, hence the inadequate name of "shore station" but several of these settlements in the State have since become towns.

The original Davenport has vanished and at the present town there is a company wharf but no fish are handled here.

Santa Cruz

Located at the northern end of the crescent of Monterey Bay. "Holy Cross" was visited by the Gaspar de Portolá party in 1769 and the mission was established in 1791. A pueblo was located here with the intent of making it a model for the others but it languished and soon was abandoned. There was a shore whaling station here until shortly before 1886.

Since the days of whaling, Santa Cruz has been an important fishing port as well as a summer beach resort. A fleet of fishing boats anchors in the cove and many of the smaller craft are hoisted out of the water to hang from davits on each side of the long wharf. This distinctive feature of the port has been continuous throughout the years since the 1880's or earlier and adds interest for the many tourists. There are fish hoists on the wharf and cleaning sheds with refrigeration. On days of a north blow, purse seine boats from Monterey often deliver to the more protected port of Santa Cruz and trawlers sometimes follow suit. Most of the boats here troll, especially for salmon and albacore. Off and on, there is a group of a dozen small boats used for setlining. There is considerable gill netting of smelt. Several small roundhaul boats operate lamparas for squid, smelt and other species.



FIGURE 42. The pier at Santa Cruz. Photograph by R. D. Collyer, April, 1949.

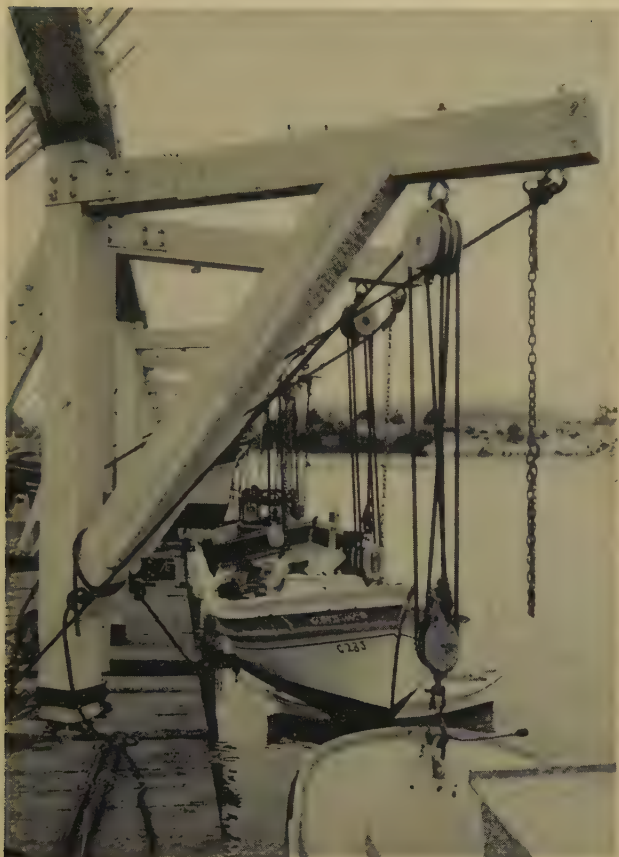


FIGURE 43. Fishing boats hoisted on davits to the Municipal Pier at Santa Cruz. Photograph by R. S. Croker, April, 1930.

Through the past two decades, the deliveries of fish have averaged 2,600,000 pounds per year with a peak of 7,000,000 pounds in 1947. In the past the leading species were sardines, sole, rockfish, salmon, mackerel, sablefish and albacore. In 1951 the chief species were sablefish, sole, rockfish, sardine, salmon, mackerel, albacore and smelt.

There are always anglers on the pier but the sea-going sportsmen have been on the increase. Many boats will take out charter parties and there are seven scheduled party boats operating here through the summer.

Capitola

Located on Monterey Bay five miles east of the town of Santa Cruz. A few local fishermen have operated out of this town for many years. During the last 20 years the landings here have averaged 14,000 pounds per year with a peak of 81,000 pounds in 1931. In the last few years the average annual catch has been less than 1,000 pounds. There is a five-acre Capitola Beach State Park.



FIGURE 44. The concrete hull of a ship, with wooden approach, serving as a sport fishing pier at Aptos. *Photograph by the Waves Research Laboratory, University of California, March 4, 1947.*

Soquel

Located on the bank of Arroyo Soquel, four miles east of Santa Cruz and one mile north of Capitola. It is therefore one mile from the bay or Soquel Cove. The name is that of an Indian village. The area about the mouth of Soquel Creek (where Capitola now is located) was formerly known as Soquel. Fremont camped there in 1846. A surveyor's map of the place in 1858 shows a wharf on the bay, a dam in the stream and a millsite which became in succession a flour mill, a sawmill, a paper mill and a tannery. Sometime previous to 1880 a colony of Chinese fishermen located near the mouth of the stream and their catches were dried and sent to San Francisco by ship. By 1888 there were 10 fishing boats operating out of this place which ranked second as a fishing port of Santa Cruz County. By this time the Southern Pacific railroad had been built and Soquel was a favorite spot for rail shipments of fish. Modern maps show the railroad passing through

Capitola, not through Soquel. There were also peddler carts out of Soquel that retailed fish to points as distant as San Jose.

There are no fish handling facilities in the present town of Soquel and no records of fish landings because for several decades the deliveries have been credited to Capitola.

Aptos

Located on Monterey Bay nine miles east of Santa Cruz. The town is inland a mile or two from the waterfront. This is a resort region with much interest in sport fishing on the bay. The beach area was established as a state park in 1933. The novel feature is the concrete hull of a ship which was grounded in 1927 on the rocks off the beach. A wooden pier was built out to the ship so that the deck serves as a sport fishing wharf. The park is so well patronized that parking space for a car is at a premium.

There has been no record of landings of commercial fish in the last two or three decades but 60 years ago (late 1880's) after the coming of the railroad, Aptos ranked third of the fishing ports of the county. Rail shipments of fish went to San Francisco from this port. Still later, local Pismo clams were peddled to nearby towns and from stands along the highway.

Watsonville

Located 23 miles north of Monterey, close to the Pajaro River on the southern edge of Santa Cruz County. The city is on State Highway No. 1, four miles inland from Monterey Bay. The town was founded in 1852 on part of Rancho Bolsa del Pájaro. It is the business center of a rich apple growing area. This is not a fishing port but there have been records of Pismo clams handled in the town. The clams were dug on the beaches of Monterey Bay and trucked to Watsonville for local sale. The peak year was 1938 showing 780 pounds.

MONTEREY COUNTY

Moss Landing

Located at the center of the crescent of Monterey Bay, 18 miles up the coast from the City of Monterey. The little town is at the head of a huge drowned river valley so there is deep water close to shore. After the last ice age there was a major drainage route down the Pajaro River and along Elkhorn Slough to the bay at Moss Landing. The Salinas River drained out this same opening to the bay. It found its present mouth only since the region was first explored by the Spaniards. Deep water close to the beach is a condition favorable to shipping and the town had been a commercial port in the past. The exposed coast at this point and the lack of a developed hinterland to supply freight have, as yet, prevented development of a major port although a better entrance has been dredged and the several miles of deep water sloughs still invite further harbor development.

The town is named for Charles Moss who built a wharf here in 1865 and, for a time, a line of sailing schooners operated from Moss Landing. The town has had two periods of whaling and 20 years ago some of the slough area was utilized for fish cannery construction. Moss Landing



FIGURE 45. Moss Landing pier, site of whaling station. Fish canneries on the sand-spit between the ocean and the old bed of the Salinas River. *Photograph by Waves Research Laboratory, University of California, March 31, 1947.*

became one of the most important of the shore whaling stations of the State. Whaling started here about 1852, continued over a period of 35 years and was abandoned in 1888. This was the age of small boat whaling, beach flensing and open air try vats. The second and modern whaling period started about 1918 or earlier and continued through the 1930's. This operation was by killer tugs that cruised far from port and towed the kill to a large building equipped with steam power, landing ramp and modern reduction equipment. The pier of this plant remains.

Fishing on a small scale had been conducted at Moss Landing since the town started but beginning in 1935 there was a cannery boom. Jetties were constructed and the entrance dredged so that fishing boats could enter the slough and have protected water for unloading at the canneries. The sleepy town began to buzz like a movie set. By 1952 there were eight canneries and reduction plants and the harbor sheltered 30 or 40 fishing vessels—purse seiners, an occasional trawler and dozens of small boats that trolled for salmon and albacore. Two or three small boats ran setlines. The failure of the sardine supply in the last few years has checked the cannery boom. The plants subsist largely upon fish trucked into Moss Landing from other localities, especially herring from Tomales Bay and San Francisco.



FIGURE 46. Monterey Harbor. *Photograph by the Waves Research Laboratory, University of California, March 4, 1947.*

For the last 20 years the catches delivered at Moss Landing have averaged 15,000,000 pounds per year with a peak of 62,000,000 pounds in 1944. These were mostly sardines with some albacore, jack mackerel, salmon, and shark. Since the slump in sardines, the species have been albacore, herring shipped in, salmon, sole, squid and jack mackerel. The total landing in 1951 was 4,000,000 pounds.

The area about Moss Landing is well patronized by sport fishermen. At the point where State Highway No. 1 crosses Elkhorn Slough there is a resort area with gear and powered skiffs for rent and a less formal resort is at the point where this highway crosses the Salinas River. There is some digging for clams in the sloughs and there has been oyster culture up Elkhorn Slough.

Seaside

Located on Monterey Bay five miles east of the City of Monterey, adjoining the grounds of the former Hotel Del Monte. This is not a fishing port in spite of a large poundage of fish delivered there for the two years 1938 and 1939. In the latter year the landings were over 1,000,000 pounds. During these two years purse seine boats unloaded sardines at Seaside but the catches were trucked to canneries at Monterey.

Monterey

Located on a small cove at the south tip of the great crescent of Monterey Bay. It is 25 miles south of Santa Cruz which is at the north end of the bay. The bay was named Bahía de Los Pinos by Cabrillo (1542). This was 78 years before the Plymouth Rock episode of our Pilgrim fathers. The bay was renamed by Sebastián Rodríguez Cermeño (1595) Bahía de San Pedro. In 1602 Vizcaíno named it Bay of



FIGURE 47. Monterey fishing fleet of lateen sailboats, prior to use of gas engines and just before the first sardine cannery at this port. *Photograph by the author, August, 1902.*

Monterey but more important, he held a ceremony under an oak tree claiming all the land for the Crown of Spain. In 1769 the first Portolá expedition was sent to relocate the bay because it might serve as a resting place for Spanish galleons returning from the Orient before sailing for Mexico. Portolá missed the bay but found it later. In 1770 Padre Junípero Serra held mass under the same oak tree and founded the Presidio and the Mission. The following year the Mission was transferred to the Carmel River but the Mission Church (now a parish church) is said to be the oldest of the mission buildings in the State. Most of these buildings have been replaced or relocated at least once since the original founding. In the backyard of this church anyone interested may find part of the trunk of the oak tree that died in 1905 and was removed to the church.

From about 1775 to the gold rush, Monterey was the capital and the most important town, socially and politically, in the State. The State Constitutional Convention was held there although after statehood, the capital was moved to San Jose.

In 1854 shore whaling started here and at times three stations were operating near Monterey. These were abandoned in 1880 but there was sporadically some whaling for several years after that date. A lighthouse at Point Pinos was built in 1872 and in 1875 the Monterey and Salinas Valley Railroad was completed to haul out the grain of the rich valley. A wharf and warehouses were built at Monterey and the town was a lively grain shipping port until the road was abandoned in 1881 when the Southern Pacific Company completed its tracks up the Salinas Valley.

Whaling was the first important fishery at this port. Chinese were drying squid and abalone, but the first general commercial fishing was conducted by a group of nine Italian fishermen who came to Monterey from San Francisco in 1873. Sport fishermen discovered (in the 1890's) that salmon could be caught in the bay by trolling and from this the second fishery developed at Monterey—troll caught ocean salmon. Later this method of taking salmon spread up the coast (1914-1916) until finally the ocean catch exceeded the river take.

The mild curing of salmon in 800-pound tierces started at Monterey in 1898 in order to take care of the large catches being made by the trollers. By 1904 there were 175 sail boats trolling in Monterey Bay and three boats driven by those new smelly gasoline engines. Sardine canning at this port started on a small scale in 1902 and a canning plant was built in 1903. The large sardines were first packed as "Monterey mackerel." The industry boomed during the first world war and Monterey became the leading sardine port. The catches were delivered by lampara crews and later by purse seiners. Then came a failure of the sardine supply and the canneries have had to depend upon local squid, anchovy, jack mackerel and trucked-in herring.



FIGURE 48. Monterey Chinese sacking squid for shipment to China. The squid, in the round, were sun-dried by spreading on ground. *Photograph by the author, May 21, 1924.*



FIGURE 49. "China Point," Pacific Grove. Present site of the Hopkins Marine Station. Photograph by Waves Research Laboratory, University of California, January 10, 1950.

There are two piers at Monterey and several well equipped wholesale fish houses. There were 25 canneries in 1950 but many have closed since then. A few drag boats deliver here and a fleet of trollers fish salmon and albacore. Since the whaling days a small fleet of boats has fished hand and set lines for mackerel and rockfish. Some squid has been canned but, in the past, most of it was dried by the Chinese. The leading species landed in 1951 were—squid, anchovy, rockfish, sardine, albacore, sablefish, salmon and mackerel. The catch for the last two decades has averaged 280,000,000 pounds per year with a peak in 1941 of 496,000,000 pounds (chiefly sardines). The 1951 catch was 25,000,000 pounds.

Sport fishing on a small scale has been conducted on Monterey Bay for a half century but has increased greatly in the last decade, especially trolling for salmon and albacore. In 1952 there were 10 party boats and one charter boat operating out of Monterey.



FIGURE 50. Chinese fishing boats at "Chinatown" near the present Hopkins Marine Station (Pacific Grove). Photograph by the author, July 30, 1902.

Pacific Grove

Located on the upper side of the Monterey Peninsula, two miles northwest of the City of Monterey. There is both railway and highway transportation. The community of New Monterey is between Pacific Grove and old Monterey and the three towns have grown together. In 1875 enough pine trees were felled to make space for a tent city used for Methodist camp meetings. The town has retained some of this pious atmosphere.

At the eastern edge of town is Cabrillo Point, better known as China Point where the Hopkins Marine Station is now located. On this point in 1863 before the town of Pacific Grove was settled, there was a "Chinatown" that was easily recognized from a distance by the penetrating odor of drying squid. Small boats with bamboo-ribbed sails and sampanlike skiffs with a single long sweep were headquartered here. The Chinese gathered and dried abalone, used set and hand lines for mackerel and rockfish, and netted squid by jack-lighting at night with a wire basket of burning pitch pine. From this point, peddlers covered the neighborhood. The fish were carried in two large plaited baskets hanging from the tips of the carrying pole. The Orientals were moved out and the Chinatown was burned after the turn of the cen-



FIGURE 51. Chinese fisherman landing his sailboat at the "Chinatown Beach" near the present site of Hopkins Marine Station. *Photograph by the author, July 30, 1902.*

tury. Since then very little commercial fish has been landed at Pacific Grove.

A small breakwater at "Home Beach" in Pacific Grove allows small boats to land and a little sport-caught fish is carried ashore there. In 1952 one scheduled party boat catered to sportsmen.

Carmel

Located on Carmel Bay five miles south of Monterey. The Carmel River was discovered by Vizcaíno in 1602. Later, the Franciscan Fathers named it in honor of the Carmelite Fathers who accompanied Vizcaíno. The Mission San Carlos Borroméo del Carmelo was founded at Monterey in 1770 but was transferred to the Carmel River in the following year. This Mission became headquarters for the Father Presidente. Very early fishing in Carmel Bay led to its name El Pescadero (place where fishing is done) so that the land grant of 1836 was called Rancho El Pescadero. The northwest point of Carmel Bay, still known as Pescadero Point, was the site of a Chinese abalone camp (1868) where the meats were dried for shipment to China because Americans had not learned to appreciate abalone. The commercial drying of abalone meats was forbidden by law in 1915.

Since these early days, very little commercial fish has been landed in Carmel except in 1950 when 1,000 pounds of sablefish and rockfish is recorded as landed here.



FIGURE 52. Point Lobos. Photograph by Waves Research Laboratory, University of California, March 4, 1947.

Carmel and the surrounding neighborhood is one of the choicest resort areas of the State. Most of the vacationists desiring boat fishing go to Monterey for the purpose but there has been some sport fishing from skiffs in Carmel Bay for many years.

Point Lobos

Located seven miles south of Monterey, Punta de los Lobos Marinos (point of the sea wolves) with its rocky fingers in the sea and gnarled cypresses is one of the beauty spots of America and the barking sea lions can add but little in the way of interest. The original Spanish grant was made in 1839 and later a part of the ranch including Point Lobos was won by José Castro in a crap game. A high pinnacle known

as Whaler's Knoll served as a lookout and signal station to the small killer boats. Whaling here lasted about 22 years (1862-1884). For a time, coal from a shallow mine was shipped from Smugglers Cove on the north side of the point. The charts call it Carmelo Cove. Here an abalone cannery was operated from prior to 1914 through 1931. In 1917 there were five abalone canneries in the State located at San Pedro, at San Diego and the one at Point Lobos which was the last to close. Smuggling did occur years later during prohibition days when fast launches delivered at night to waiting trucks. This area was purchased by the State Park Commission and opened (1933) to the public as a state park of 355 acres. In the last 30 years there have been no fish landings here and probably there will be none so long as it remains a state park.

Point Sur

Located 20 miles south of Monterey and five miles north of the Big Sur State Park. A lighthouse perches on a rock dome near the mouth of the Big Sur River. This is not a fishing spot but for a two-year period (1877-1879) it was a shore whaling station.

Salinas

Located 18 miles northeast of Monterey and nine miles inland from the shore of Monterey Bay. The name (salty place) comes from the river which has had several other names. The Portolá expedition of 1769 missed Monterey Bay and mistook the Salinas for Carmel River. Salinas is the county seat of Monterey County. This inland town has no fish handling facilities but it is another example of butcher shop buyers recording their place of business on the fish receipts in the blank left for indicating where the fish was landed. Actual landing was made at Monterey. The records show an average of 7,000 pounds per year delivered to Salinas, mostly salmon and smelt.

FRESNO COUNTY

Caruthers

A small town 15 miles south of Fresno where a minnow farm was operated to supply bait to sport fishermen. The owner seined (November, 1951) in the San Joaquin River near the town of San Joaquin which is 25 miles southwest of Fresno and 15 miles south (up river) from the town of Mendota. The catch consisted of 600 pounds of young carp and "shiners" two to four and a half inches long.

SAN LUIS OBISPO COUNTY

San Simeon

Located in the northwest corner of the county five miles southeast of Piedras Blancas lighthouse and nine miles northwest of Cambria. The small village is on the shore of a beautiful little cove sheltered on the north by Point San Simeon. This locality was mentioned in the records of San Miguel Mission dated 1827. The cove became headquarters for extensive whaling operations about 1864 and continued for nearly 30



FIGURE 53. The San Simeon coast from Point Sur to Cayucos and south to Point Sal and Santa Maria

years to at least as late as 1892. Ownership of the cove and surrounding land was acquired by the father of William Randolph Hearst. For many years this was a shipping port with a good pier but there was only a dirt wagon road to Cambria for land transportation. With the coming of gasoline trucks, fishing boats increased their deliveries to the pier. A couple of years ago the wharf became so rickety that it was condemned and fish landings at the port dropped off somewhat. However, boats are attracted by the snug shelter and fishermen continue deliveries to the town, rowing the catch from anchored boat to the beach by skiff or using amphibious landing craft. The average landings were about 200,000 pounds per year with 400,000 pounds in 1951. The catch now is mostly abalone but a few years ago albacore deliveries were heavy. There were some shark, lingcod and mixed fish deliveries. Sport fishing at this port is on a small scale. There is now a San Simeon State Park of 42 acres.



FIGURE 54. San Simeon Point. The town and pier are shown in the center of the picture. *Photograph by the Waves Research Laboratory, University of California, January 8, 1948.*

Cambria

Located about 14 miles northwest of Cayucos and nearly two miles inland from the coast. The settlement was first called Rosaville. It became a town with copper mining excitement of 1863 and quicksilver mining of 1871. Cambria is the Latin name for Wales so the town name honors the Welsh miners. There are no fish handling facilities except that abalone was processed (sliced and pounded) here. It is probable that much San Simeon abalone was credited to Cambria. Other abalone deliveries were made by skiff to shore trucks along the ocean front. For nine years the deliveries averaged 160,000 pounds per year with 420,000 pounds in the peak year 1947. Nearly all this was abalone but the 1951 catch (7,000 lbs.) was rockfish and lingcod. Sport fishing is minor, mostly surf casting along the coast near town.

Cayucos

Located seven miles up the coast northwest of Morro Bay on State Highway No. 1. The name comes from a Chumash Indian word meaning a small fishing boat. The natives, in skiffs, came out to trade with the early ships anchored off shore in Estero Bay. A settlement grew at Cayucos Landing. By 1867 there was a weekly stage to San Luis Obispo



FIGURE 55. The town of Cayucos. In the last decade the town has grown a couple of miles to the right of this picture. *Photograph by R. D. Collyer, March, 1949.*

and in the early eighties a stage from San Miguel and way stations connected with a weekly ship at Cayucos. A wharf was built in 1870 and streets of the town were laid out in 1875. For many years there was shipping from the pier and the town developed into a resort for people escaping the summer heat of the San Joaquin Valley. Here they found the fog and chill air of the coast. The coast of San Luis Obispo County was famous for its abalones and a colony of Japanese dried them at Cayucos till 1915 when a state law prohibited drying. A fish cannery near the base of the pier opened in 1916 for the canning of sardines and abalones although there had been some canning of abalone here as early as 1905. The plant closed in 1920 chiefly because of the rough water at this unprotected pier. Fishing boats could unload only in fair weather and could find shelter only at Morro Bay. Now there are no facilities for handling commercial fish other than the pier as a fairweather landing spot. The fish landings at Cayucos have averaged 12,000 pounds per year for the past 20 years. The species have been abalone, rockfish, smelt, and lingcod. Two or three small boats have had headquarters here but abalone diving has been the chief activity. Diver boats from Monterey used to come this far south and other boats have come from Cambria.

In 1952 there were four party boats operating from Cayucos and the pier was much used by anglers. There is a 25-acre Cayucas Beach State Park.

Morro Bay

Located 12 miles northwest of San Luis Obispo and seven miles down the coast from Cayucos. The Spanish word "morro" means headland and in this case refers to the prominent landmark along the coast, a rock dome 575 feet high at the entrance to the bay. The Portolá expedition of 1769 camped on the bay. The "Rancho Morro y Cayucos" was granted in 1842.

The fisheries facilities at this port are excellent. There is sheltered anchorage in the bay and there are wharves and unloading conveyors



FIGURE 56. Morro Rock, entrance to the bay and the town of Morro Bay. *Photograph by the Waves Research Laboratory, University of California, 1948.*

to fill trucks from a purse seine boat's hold. Twenty to 30 fishing boats are headquartered regularly at Morro and in the past few years a dozen purse seiners unloaded sardines for trucking to the canneries of San Francisco, Monterey and San Pedro. Heavy sardine deliveries brought the average annual tonnage for the last 20 years to over 1,600,000 pounds. The peak year was 1950 with 11,000,000 pounds and in 1951 the deliveries were 6,860,000 pounds. Species other than sardines have been albacore, abalone, crab and rockfish. For the past 10 or 15 years the giant Pacific (Japanese) oyster has been cultivated in the bay and in recent years there have been substantial shipments of Morro Bay shellfish. Recently discovered deep-water trawling grounds 25 to 30 miles off Morro Bay may, in the future, provide increased landings of bottom fish and rockfish at Morro and at Avila, 15 miles to the south. Still more recently (1952) beam trawling for shrimp began off Morro on beds located by research vessels of the Department of Fish and Game.

The town is becoming a resort area and good sport fishing attracts many summer visitors. In 1952 nine regular day boats operated out of the port. Angling from the jetties is popular and the sandspit is second

only to Pismo Beach as a clamming ground. The Morro Strand Beach State Park comprises 15 acres and the Morro Bay State Park contains 1,529 acres.

Avila

Located at the north end of San Luis Obispo Bay, six miles northwest of Pismo Beach. The small coastal town is two miles off U. S. Highway 101. A little west of the town is a locality sometimes called Port San Luis and just west of this is a point known as Port Harford. The three localities are so close together that they might better be known as one locality—Avila. The name honors Don Miguel Avila, a ranchero of this region. A half-mile east of the town is Cave Landing where there was extensive shipping of grain, hides and tallow, especially from the Mission lands of San Luis Obispo. Freight was lowered from the cliff by means of a crude crane. Near the "Robbers Cave" a level rock juts far out into the water forming a natural pier. This was a favorite fishing spot for the local Indians. A little beyond Port Harford is Point San Luis sheltering the port and off this point is Whalers Island. The whalers' shore station was at Port Harford from 1868 through 1887.

A wharf was built at the town of Avila in 1867. A track was laid (wooden rails with a strip of iron on top) for horse drawn cars from Port Harford to Avila and on to Sycamore Springs, from which point passengers took stage coach to San Luis Obispo while baggage followed by ox cart. In 1876 this road was converted to 11 miles of steam-powered narrow gauge (The Pacific Coast Railroad) from Port Harford, Avila, Sycamore Springs to San Luis Obispo. In 1887 it was extended from the Mission city southward down the Santa Maria Valley through Edna,

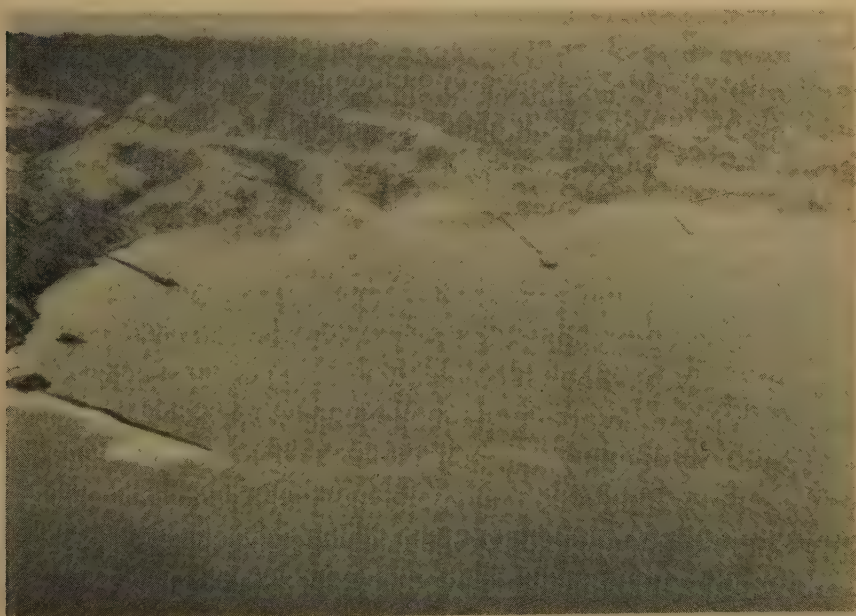


FIGURE 57. San Luis Obispo Bay, showing Port San Luis (Port Harford) with Avila at the extreme right. Photograph by the Waves Research Laboratory, University of California, January 8, 1949.



FIGURE 58. The town of Avila (San Luis Obispo County) as it looked in April, 1929.
Photograph by R. S. Croker.

Arroyo Grande, Nipomo, Santa Maria, Los Alamos to Los Olivos, the place of the olives but better known from the stage station at Mattei's Tavern. During the second World War the rails and rolling stock of this road were needed for transport on one of the islands of the war zone. Its loss was mourned by many who had a real affection for the "slim gauge" with its dinky cars pulled by a noisy little tooter.

There are now three piers, one at the town of Avila, a second used in connection with extensive shipments of oil from this port and the third where most of the fish is now landed. There are eight unloading conveyors, several of which have floating hoppers and suction pipes for handling sardines and mackerel from purse seine boats. For the last two decades, the landings at Avila have averaged 2,700,000 pounds per year. For the two years 1950 and 1951 the average was 23,600,000 pounds; mostly sardines for shipment by truck to canneries at Monterey and San Francisco. Other species have been jack mackerel, abalone, rockfish, crab, and albacore. Flatfish were delivered by two trawlers fishing out of this port. In May, June, and July of 1945 about 7,000 pounds of salmon were landed at Avila which accounts for salmon appearing on the fish receipts made out by local buyers that year.



FIGURE 59. The County Pier and the town of Avila. *Photograph by R. D. Collyer, April, 1949.*

Sport fishing is active from two of the three piers, a few boats are for hire at the town's camp grounds, and there were six party boats operating from this port in 1953. The Avila Beach State Park comprises nine acres.

San Luis Obispo

Located 13 miles north of Pismo Beach and eight miles inland from the nearest coastline at Avila. The area was named in 1769 by Father Crespi of the Portolá expedition. Two Indian villages, of 1,000 population, were nearby and the natives took abundant gifts of fresh and dried fish to the Spaniards. Soldiers of the party called the place "La Cañada de los Osos" (glen of the bears) and a valley near town is now called Los Osos. Father Crespi's name was not accepted till after the founding of the Mission San Luis Obispo de Tolosa (1772). The American city was surveyed in 1850 and later became the county seat.

The only fish handling facility of the town was a tallow works where shark carcasses and livers were processed. Shipments of fresh fish were made from Morro Bay and from Avila and in the earlier years much of this was credited to San Luis Obispo amounting to 20 or 30 thousand pounds per year. In the two years 1945 and 1946 the poundages averaged 200,000, largely shark carcasses. In 1945 there were rather heavy landings of salmon caught by trolling off Avila and Morro and most of this was shipped to the Mission town. There have been no landings credited to San Luis Obispo since 1946. Beginning in 1952 a shrimp processing plant was established here. Shrimp trucked from Morro Bay was hauled and packaged and the first year's operations gave promise of a substantial industry.

Shell Beach

Located on the coast two miles north of Pismo Beach. There are no fisheries facilities here but in the one year 1945 there was credited to this town 125,000 pounds of mixed fish: jacksmelt, halibut, white seabass, perch, shark and a little albacore.

Pismo Beach

Located 13 miles south of San Luis Obispo. The name comes from a Chumash Indian word meaning tar or bitumen, which was found in the locality. Rancho Pismo was granted in 1840 but the town started in 1891 when the Southern Pacific completed its coast railroad. In 1904 the more formal name Pismo Beach was adopted. The town has been famous for its long stretch of beach but especially for the delicate flavor of its clams. Pismo clams, once unbelievably abundant from Monterey Bay into Mexico, made their last stand in the United States against practical extinction at Pismo. In early days the clams were uncovered by a horse-drawn plow and carted away in farm wagons. Later a clam cannery operated at the edge of town (1902-1914). As tourist and commercial digging decreased the clam supply, more stringent protective laws were passed till finally the sale of clams was prohibited in 1947.

The town has a fishing pier but there are no other facilities. The records for Pismo show little else than clams. The average annual take

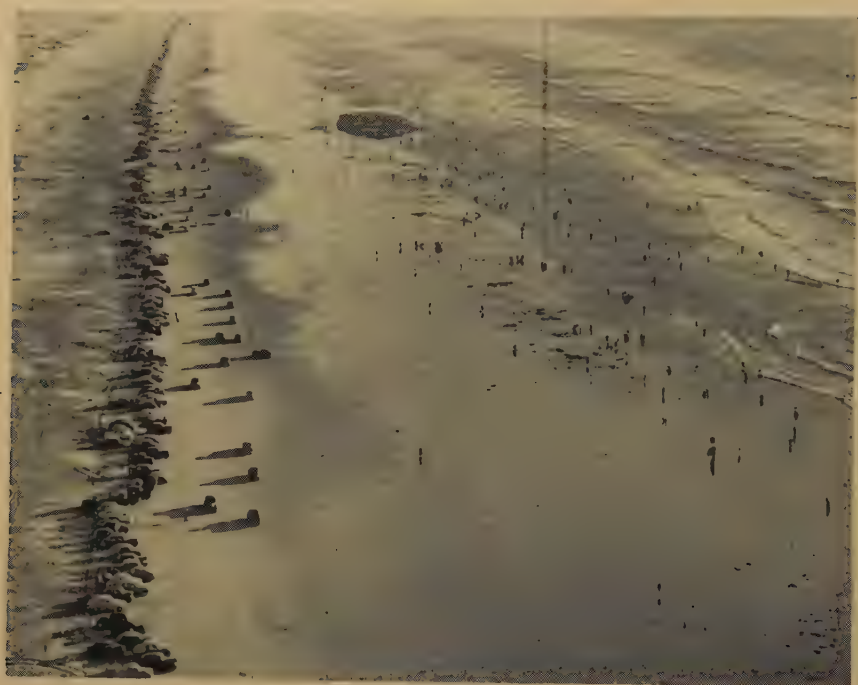


FIGURE 60. An estimated 5,000 clam diggers on the Pismo-Oceano beach in November, 1949. Photograph by McLain Studio of Photography, San Luis Obispo.

was about 85,000 pounds but the peak year of 1937 showed 172,000 pounds. There have been no fish landings of any kind since 1949. Sport fishing is chiefly clam digging with pier fishing and some surf casting. There is a 190-acre Pismo Beach State Park.

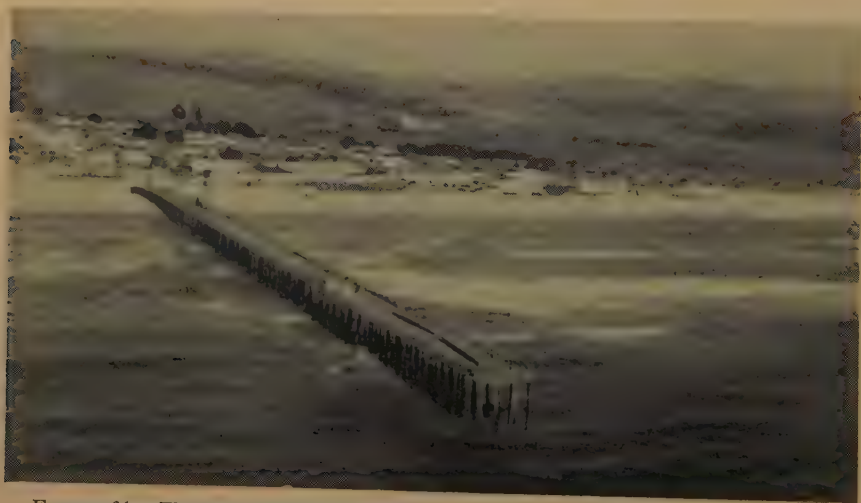


FIGURE 61. The town of Pismo Beach. Photograph by E. D. Collyer, April, 1949.

Grover City

Located two miles south of Pismo Beach and midway between Pismo and Oceano and about one mile inland from the coast. It is a new residential area with no fishery facilities except a newly erected fish cannery that started operating during the last half of 1952. Roughly 100 tons of sardines and anchovies were canned in that year. The fish was landed at Avila and trucked to the plant at Grover.

Oceano

Located three miles south of Pismo Beach and one mile back from the coast. The resort area is at the inner edge of the sand dunes a short way from the beach. Through the years there have been several piers at this point but the beach is exposed and heavy surf takes out piers piece by piece. At present there is the stub of the most recent pier. The Southern Pacific coast line railway passes through the town. There are no fish handling facilities in the town.

For 20 years the fish landings averaged 4,800 pounds per year with 10,300 pounds in the peak year 1939. Up to 1947 Pismo clams were the chief item but sale was prohibited in that year. Recent landings have been crabs, 2,400 pounds in 1950 and 400 pounds in 1951.

Sport fishing is confined to surf casting.

Arroyo Grande

Located 15 miles northwest of Santa Maria and four miles southeast of Pismo Beach. The town is on U. S. Highway 101 three miles inland from the coast. The name means Big Stream. The modern town was settled in 1867. There are no fishery facilities and the early records should have credited the landings elsewhere. From 1931 through 1938 the annual poundage was 2,500 of Pismo clams. There have been no records since 1938.

Nipomo

Located near the south edge of the county about four miles north of Santa Maria River and nine miles inland from the ocean. The name comes from a Chumash Indian ranchería. There are no fishery facilities and early records no doubt resulted from peddlers living in Nipomo. For nine years the annual poundage averaged 3,000, all Pismo clams. There are no records since 1943.

SANTA BARBARA COUNTY

Guadalupe

Located inland six miles east of the mouth of the Santa Maria River and eight miles west of the town of Santa Maria. The first adobe house was built in 1840 but the town started in 1871 with the opening of a general store at this place. There are no facilities here and no reason for fish records of landing other than the operation of a peddler living in this town. Records cover only 1931 and 1932 with a total of 800 pounds of Pismo clams.

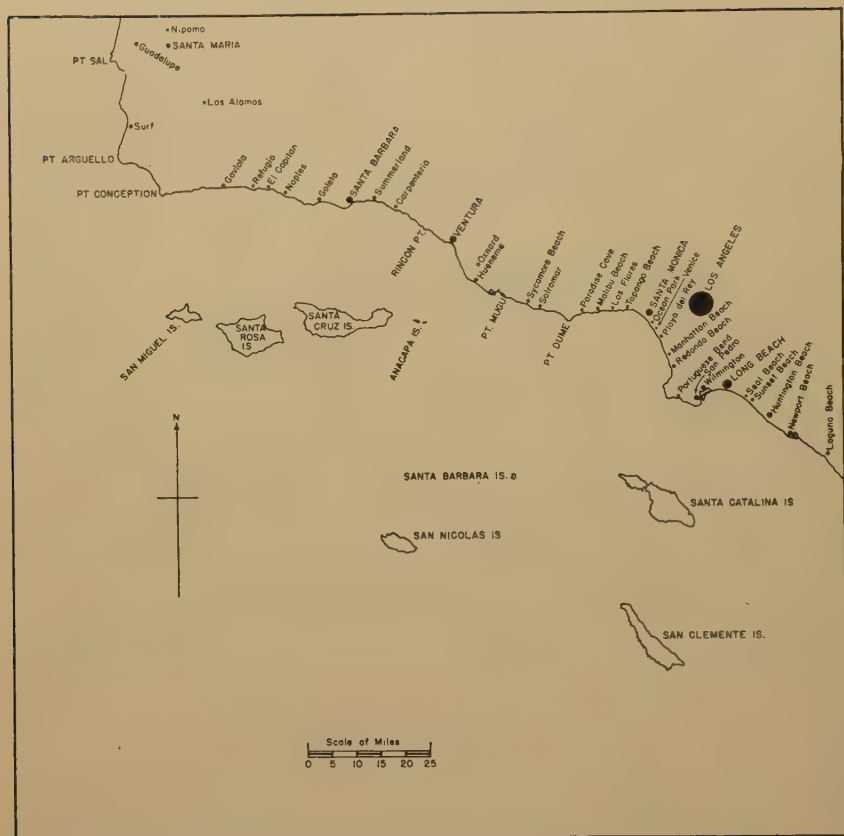


FIGURE 62. The southern coast from Point Sal south to Point Conception and east to Laguna Beach

Santa Maria

Located 13 miles inland from the ocean near the north edge of the county and near the Santa Maria River. The town was founded in 1867 and was first known as "Central City." Because of fish markets and peddlers in the town, the records from 1931-1946 show an average of 11,000 pounds per year of Pismo clams and rockfish. There have been no records since 1946.

Los Alamos

Located 17 miles southeast of Santa Maria and 18 miles inland from the coast. It is on Highway 101 and it used to be a station on the Pacific Coast Railroad, the first narrow-gauge railroad in the State. The town takes its name from Rancho Los Alamos, a grant (1839) of undescribed extent. The town was laid out in 1887. There are no facilities here and the fish records show only 264 pounds of Pismo clams in the one year 1932. Probably a fish peddler lived here and so made out his records at Los Alamos.

Surf

A small settlement located on the coast at the mouth of the Santa Inez River, 10 miles west of Lompoc and 22 miles southwest of Santa Maria. Formerly known as Lompoc Junction, it is a station on the coast line of the Southern Pacific Railroad. The town is well named, for this exposed beach is submitted to an unusually heavy pounding by the sea. About 20 years ago there was a store and restaurant near the railway station and inhabited cabins at Ocean Park on the lagoon. All these were removed when the place was taken over by the Army and for 10 years no one was allowed on the grounds so there was no fishing. The Ocean Park area then was turned over to Santa Barbara County as Ocean Beach Park and it is now a resort area.

There are no fish handling facilities but this beach has long been a favorite locality for surf fishermen, both sport and commercial. Long ago there was some commercial steelhead fishing in the lagoon at the river mouth. Small scale commercial surf casting for surfperch was pursued here before World War II but the catches were credited to Santa Barbara because a weekly pickup truck operating out of that port covered coastal points such as Surf, Gaviota, and El Capitan.

Point Arguello

Located 15 miles north of Point Conception and eight miles south of the town of Surf. Two miles north of Point Arguello is Point Pedernales and a half mile farther north is the settlement of Honda. There is a lighthouse on Point Arguello and the coast line of the Southern Pacific Railroad passes nearby.

The point was named (1792) by Capt. George Vancouver to honor José Dario Argüello who was Comandante at Monterey. The Portolá expedition (1769) had named it "Punta Pedernales" because of large flints found in the Indian village near the point.

The coast from Point Arguello north eight miles to Surf is a favorite area for both sport and commercial rod and reel beach fishing for surfperch, especially in the winter months. Some of this perch is sold to the Los Angeles fish markets by men who travel by automobile up and down the coast fishing wherever they believe conditions to be favorable. In past years most of the commercial fish was gathered by a pickup truck sent out from a market in Santa Barbara and the poundage was credited to the Mission city. Our records, therefore, do not show the amounts of perch landed in this area by either commercial or sport surf casters. The records do show 150 pounds of abalone landed at Point Arguello in 1951.

Point Conception

Located 14 miles southeast of Point Arguello where the coast line turns sharply to the east. The point is well-known as a dividing line between many northern and southern species of sea life. There is a lighthouse on the point and a mile inland there is the station of Conception on the coast line of the Southern Pacific Railroad.

The point was named "Cabo de Galera" by Cabrillo (1542) and in 1602 the Vizcaíno expedition named it "Punta de la Limpia Concepción." A shore whaling station at Cojo Viego (Pt. Conception)



FIGURE 63. Gaviota Pier. Photograph by the Waves Research Laboratory, University of California, January 8, 1948.

operated from 1879 till sometime after 1886. Before World War II there was an abalone camp near the point.

There is no pier or other fishery facility at the point but some fish is recorded as landed here in 1937, 1938, 1950, and 1951. The chief species are troll-caught albacore and diver-caught abalone. The 1950 catch was recorded as albacore only and 1951 shows 1,400 pounds of abalone.

Gaviota

Located 15 miles east of Point Conception and 30 miles west of Santa Barbara. Soldiers of the Portolá expedition (1769) saw large numbers of sea gulls here, hence—the name Gaviota. There was a populous Indian village and the natives had well made canoes in which they visited the offshore islands and were reported to be good fishermen.

There is an oil company pier at this point at which moderate quantities of fish have been landed for many years past but most of the poundage was credited to Santa Barbara. A pickup truck from Santa Barbara collected fish here. Trawlers out of Santa Barbara sometimes unloaded to waiting trucks at the pier, as this point was the west end of a favorite drag but the records show Santa Barbara rather than Gaviota. Before World War II, two boats made this point headquarters and delivered lobsters and some white seabass that was caught by trammel nets. At present two fishing boats land their catches at the pier, chiefly lobster. In 1950 nearly 60,000 pounds of albacore is recorded at Gaviota and in 1951 there were 1,400 pounds of abalone. Sport fishing at the pier is minor.

One mile west of Gaviota, at the mouth of Nojoqui Creek, is the Gaviota Beach County Park. Here a new sport fishing pier, with light hoist, has been erected. Access to the pier is through the park. Four miles east of Gaviota there is a railway siding called Linto. There is no town, but one fisherman lives nearby and records his landings as Linto. He lands a few pounds of lobster, smelt and rockfish.

Refugio (Orella)

Located 22 miles west of Santa Barbara. Refugio is a beautiful little cove at the mouth of Cañada del Refugio, at the foot of the Refugio Pass over the Santa Inez range of mountains. This pass is only a few feet higher than the San Marcos Pass and was commonly used by the padres in traveling from Santa Barbara to Santa Inez Mission. Orella is merely a nearby stop on the Southern Pacific coast line railroad. José Francisco de Ortega, who was with Portolá, was granted (1794) grazing privileges on a huge tract fronting on the sea for 25 miles—Rancho Nuestra Señora del Refugio. His son engaged in smuggling, then not too reprehensible, and built a fine ranch house which, ironically, proved a poor refuge because it was sacked by the pirate Hippolyte de Bouchard (1818) who landed at the cove.

There are no fishing facilities at this place, merely a sandy beach where skiffs may land. For many years two or three lobster fishermen operated traps from skiffs out of Refugio cove. The only report on our records is an item of 3,000 pounds of abalone landed at Orella in 1950. In recent years this cove has been a camp ground from which there is a little sport fishing in skiffs. It is now a state park of 36 acres with camping facilities, fire places, a beach lifeguard and opportunity for surf fishing.

El Capitan

Located on U. S. Highway 101 and the Southern Pacific Railroad, 20 miles west of Santa Barbara and 10 miles east of Gaviota. "The Captain" is named after Captain Ortega who was present at the founding of Santa Barbara Mission. There are no special facilities but skiffs land on the beach and, in the past, fishing boats anchored in the cove and delivered catches ashore by skiff. In the late 1930's and early 1940's four to six boats fished regularly out of this point.

This is an example of a point at which fish was delivered but the poundage was recorded at nearby ports. For several years a pickup truck out of Santa Barbara collected deliveries at El Capitan and credited them to Santa Barbara. The operator of the El Capitan camp grounds was for a time a buyer for a Santa Barbara fish market. The species purchased were chiefly lobster and net-caught white seabass and halibut. In recent years there has been very little commercial fishing here but it has long been a favored spot for camping and sport fishing from rented skiffs. It is especially known for its halibut fishing.

Naples

Located 15 miles west of Santa Barbara, on the coast between El Capitan and Goleta. The Southern Pacific Company tried to promote a resort area here in 1887 but the plan did not jell and the place now is only a railway stop. In past years some fish was delivered to pickup

trucks at this point but it was recorded at Santa Barbara. In 1951, 700 pounds of abalone were credited to Naples. This spot should not be confused with the better known Naples (Los Angeles County) which is on the east edge of Long Beach.

Goleta

Located eight miles west of Santa Barbara. The present town is on Highway 101 which is two miles back from the coast, but the locality name includes Goleta Lagoon. Here was built (1830) the first vessel of any size constructed in California. This vessel, a schooner, was for coastal trade and for sea otter hunting. Goleta is Spanish for schooner. There was a station for shore whaling on the lagoon for approximately 10 years (1870-1880).

There are no fish handling facilities at the town but this area, in the past, was a center of lobster fishing. It is said to be the first locality where lobster traps were operated from skiffs but this rumor is unconfirmed. In our catch records the landings have been credited to Santa Barbara excepting 600 pounds for the two years 1939 and 1940.

The waterfront is now reserved as Goleta Beach County Park with a public fishing pier equipped with hoists for skiffs. Poles and skiffs are for rent. Nearby is the City of Santa Barbara Airport.

Santa Barbara

Located on the coast near the southeast corner of Santa Barbara County, 25 miles northwest of Ventura. The locality was visited by Cabrillo in 1542 and was named by Vizcaino (1602) because he sailed into the channel on December 4, the feast day of the saint. The town is on the site of a Chumash Indian village. The population of Indians was unusually large and the aborigines had attained a higher stage of civilization than most other coastal tribes. They lived largely on sea foods and were experienced fishermen, skillful in fishing with lines and with nets but no details of these operations are recorded. The fishing boats were of bent hand-hewn planks, carvel fitted, and the seams were calked with bitumen.

A presidio and presidial pueblo (as distinct from an official civilian town) were established at Santa Barbara in 1782 and four years later the Mission Santa Barbara was founded. Fishing in the early days of this port was largely for sport because there was so little market for fish that commercial fishermen could not dispose of catches. A Genoese is said to have started fishing in 1835. Lobsters were abundant and shipping them to San Francisco developed the first important fishery of this town. The first shipment was made in 1872 and by 1877 a lobster cannery started in town but the pack was of poor quality and the venture failed in one season. The first wharf was erected in 1868 and the railway came in 1887.

An account of the fisheries as of 1892 reports only 26 commercial fishing boats in the county and these were mostly for lobsters with some gill netting in winter and beach seining in the summer. A later account in 1904 mentions 53 sailboats and five gasoline engine boats in the county. Sea lions were still being hunted for their oil but sea otter were almost gone. Abalones were being dried for shipment abroad (1904). Following this period were three or four decades of dragnet fishing out



FIGURE 64. The harbor of Santa Barbara. *Photograph about 1951. Courtesy of the Chamber of Commerce of Santa Barbara.*

of Santa Barbara. Lobster fishing continued but the chief production was flatfishes brought in by trawlers that based in the town. More recently the chief landings have been the canning species—sardines and mackerel, which were trucked to Monterey, San Francisco and San Pedro.

The present facilities for handling fish at this port are excellent. There is a large private pier with four conveyor hoists to load trucks from the fishing boats. There are two anchored hoppers with suction hose to the dock for the convenience of unloading purse seiners. In addition, there are three or four simple hoists for catches of lobster and mixed fish. In the town are three well equipped wholesale markets with cleaning tables, refrigeration and one has a reduction plant for fish scrap.

For the past 20 years the landings have averaged nearly 4,000,000 pounds per year, but the average of 1950 and 1951 was 18,000,000 pounds per year. These heavy landings were due to the trucking of sardines and mackerel to distant cannery centers. The species unloaded here in 1951 were sardine, lobster, mackerel, white seabass, sole, abalone and shark.

Since the Spanish days there has been sport fishing out of Santa Barbara. In 1952 there were two all-day party boats running out of this

port. The area is becoming a favorite of the skin divers and they often charter a boat here for diving only.

Summerland

Located five miles east of Santa Barbara. The community was established as a company of spiritualists, hence the flippant name "Spooktown" among the fishermen. During and after World War I this town was headquarters for extensive kelp harvesting operations for potash and acetone needed during that war. After that time there was a good pier at this point. Natural gas was discovered here in 1890 and oil wells were drilled into the ocean floor from short piers. This feature became widely known, even in foreign countries, through the medium of picture post cards. California was that fabulous land of big trees, big stories and oil wells in the sea. There are no fish handling facilities in the town and no fish landings are being recorded there. The small deliveries in the past were credited to Santa Barbara.

Carpinteria

Located 10 miles east of Santa Barbara. So named by the Portolá expedition because Indians were building a canoe at this place. In this area there was a dense population of Indians who were good fishermen and who were skillful in making plank boats capable of carrying several men out to the offshore islands. The boats were double ended with sharply pointed overhung bow and stern. The hand-hewn planks were carvel fitted with small holes drilled along the edges for lashing together with thongs, probably sealion hide. Seams and holes were then calked with asphaltum taken from the tar pits on the beach. Prehistoric animal remains have been found here similar to the famous discoveries at La Brea in Los Angeles. After the whites occupied this area, wharves were built near the tar pits for the shipment of the asphaltum to San Francisco and other California towns to be used for roofing.

There are no fishery facilities here other than the remaining stub of a pier that has been washed away. At present only one or two lobster fishermen make this point headquarters but skiff fishing for lobsters has been pursued here for many years past. The catches are trucked to a dealer in Santa Barbara and in the past, the poundages were credited to the Mission City. Beginning in 1950 the landings have been recorded as Carpinteria. In the two years 1950 and 1951, 17,000 pounds of lobster were landed here. Small amounts of surfperch are included and there is both commercial and sport casting for these fish.

A state park of 36 acres attracts many visitors to this recreational area. It has long been a surf fishing spot, but in recent years Carpinteria Reef has become a favorite place for skin divers in pursuit of lobsters, chiefly, and secondarily for abalone.

Rincon Point

Located at the southeast corner of Santa Barbara County on the line between that county and Ventura County. The point is three miles east of Carpinteria. This locality was explored by Portolá (1769) and he named it "Santa Clara de Monte Falco."

There are no fish handling facilities here. In past years two or three skiff fishermen for lobster made headquarters at Rincon Beach near

the point. There was, in addition, some setline fishing for rockfish and halibut and small amounts of this fish were credited to Rincon. Most of it was sent by pickup truck to Santa Barbara and credited as landed there. Smaller amounts were sent by truck to Ventura and there recorded.

Santa Barbara Islands

The four Santa Barbara Islands or northern group of the Channel Islands are off the coast of Santa Barbara County, arranged in an east-west line. They are due west of Point Dume but closest to the coast at a point south of Ventura. The nearest island is Anacapa, only a little over 10 miles to the southwest off Hueneme. Oddly enough this island is officially a part of Ventura County. The four islands are named, from east to west, Anacapa, Santa Cruz, Santa Rosa, and San Miguel. The island farthest out is 80 statute miles due west of Point Dume and 25 miles south of Point Conception, the closest point to the mainland. The east end of Santa Cruz is only 20 miles out from Ventura. These islands were discovered by the Cabrillo expedition of 1542-1543 and the group was called by him *Islas de San Lucas*. They were visited by Vizcaíno (1602) and Portolá (1769). Each island has had a surprising number of names.

Anacapa was called *Las Mesitas* (little tables) by Portolá. Juan Pérez (1774) named it *Falsa Vela* (false sail) and Vancouver (1793) gave it the name *Eneeapah* from the Indian place named for it (*Anyapah*). It is now a part of Channel Islands National Monument.

Santa Cruz is the largest island of the four. Ferrer (1543) called it *San Sebastián* and Vizcaíno named it *Isla de Gente Barbudo* (island of bearded people). The final name, Santa Cruz, was given by Portolá because of an incident concerning the recovery of a lost cross on a staff. In the 1870's and 1880's there was a colony of Chinese fishermen on Santa Cruz Island gathering and drying abalone for shipment to China. The shells were sold to tourists for ornaments and a few were used in making jewelry. The coastal Indians had long used these shells in trade with inland tribes. Lobsters were dried by the Chinese and the product sold in the San Francisco Chinatown.

Santa Rosa had at least four other names: *San Lucas*, *Nicalque* (Indian), *San Ambrosio*, and *Santa Margarita*. It had also, at one time, a Chinese colony drying abalone.

San Miguel was known by at least five other names: *Posesion*, *Santa Rosa*, *San Lucas*, *Juan Rodríguez*, and *La Capitana*.

These islands have not been landing points for fish, although some poundage of abalone is credited to each. This was due to the fact that a Santa Barbara wholesale fish dealer in recent years sent out a pickup boat to collect abalone from scattered divers at the islands. The reported figures are misleading in that formerly the abalone catches were credited to the city of the buyer, in most cases Santa Barbara or Hueneme, whereas very recent figures give the name of the island where the mollusks were gathered. Some diver boats marketed their catches at a mainland city and recorded that city as the place of unloading which was correct. The island was the locality of catch, not the point of landing. However, the confusing of the two localities (place of catch and place of landing) is not serious. Locality of catch alone enables us to determine the yield from each island.

Island of Santa Barbara

Located about 45 miles southwest of San Pedro. This island, although located in the southern group of Channel Islands, is officially a part of Santa Barbara County. The island is a national monument. In 1950 and 1951 abalone was reported as landed there, 108,000 pounds and 12,000 pounds respectively.

VENTURA COUNTY

Ventura

Located on the coast 18 miles east of Santa Barbara. Portolá camped here (1769) near the village of Indians who were good fishermen and used large plank boats that carried 8 or 10 men. Mission San Buenaventura was founded in 1782, the ninth in the chain of Missions and the last one established by Father Serra. A century later (1880) the population was still so small that only one commercial fisherman could make a living and he peddled his own catch through the streets at 6 cents a pound dressed. He operated from a lateen sailboat using hand lines and a gill net. He did a little beach seining. A little later lobsters were caught by trap and dip net and they were peddled at 5 cents apiece. By 1895 the population of the town had grown to the point where fishing was on the increase but it never developed more than could be sold locally and the fishermen did truck gardening to piece out their income from fishing.

There are no special facilities for handling fish and landing here is difficult because of high surf. San Buenaventura Beach State Park comprises 122 acres. There is a public fishing pier and a number of privately owned sport fishing boats operate here but the commercial landings are light and no regular commercial fishermen make headquarters at Ventura. It is probable that much of the fish credited as being landed here was trucked in from other points. For example, many



FIGURE 65. The pier at Ventura. Photograph by R. D. Collyer, 1950.



FIGURE 66. Hueneme Harbor. *Photograph by the Waves Research Laboratory, University of California, 1949.*

of the deliveries at Hueneme were sent to Ventura up to 1938 when the port of Hueneme was opened. The records show an average of 12,000 pounds per year for the last two decades with a peak of 55,000 pounds in 1948. The 1951 total was 5,000 pounds. The leading species have been lobster, halibut, white seabass, sole, shark and rockfish. Most of the sport fishing is from boats owned by citizens of Ventura.

Oxnard

Located nine miles southeast of Ventura and four miles north of Hueneme. Oxnard is four miles inland from the ocean. It is named after the man who built a beet sugar refinery there in 1897 and the town was founded the following year.

At the edge of town there is a fish cannery but there are no other facilities for handling fish. All catches are unloaded at the Port of Hueneme and some of them are trucked to the Oxnard plant. Other fish trucked elsewhere (to Long Beach, for example) frequently has been credited to Oxnard. Thus records of landing at Oxnard are of little significance. The records should have shown Hueneme as the place of landing. For the portions of the catch that were sent to Oxnard, the records should have shown that town as the place of processing.

Hueneme

Located on the coast 11 miles southeast of Ventura and four miles south of Oxnard. Hueneme was a Chumash Indian village place name. The Cabrillo expedition (1542) sighted this region and mentioned natives fishing from canoes. The present town was founded in June, 1870 and after a pier was built and storage warehouses were erected it became an important grain shipping spot. Farmers hauled sacked grain in wagons to the warehouses from an extensive hinterland of farming area. When railroad transportation replaced shipping from the pier, a sardine cannery was located (1929-1931) in one of the warehouses and fishing boats unloaded at the pier but found difficulty in delivering to this exposed location unless the seas were calm. Later local residents financed dredging of the lagoon, jetty construction and the building of wharves and warehouses. The improved port was opened in 1938 and soon a kelp processing plant was established there. A sardine cannery was built (about 1939). Two or three fish buying sheds were located at the port and a second cannery was under construction when Pearl Harbor was attacked (1941). The port was taken over by the Navy and all canning and kelp processing was halted during the war.

After the war, fish buyer sheds opened again and unloading conveyors and weighing scales were located on the wharf so that purse seine boats might unload directly into trucks for hauling to Long Beach, Monterey, San Francisco and to Oxnard. By 1952 there were eight conveyors operating on the Hueneme wharf. Two canneries at Hueneme and one at Oxnard opened after the war. Before World War II, swordfish harpoon boats landed catches at Hueneme but the fish was trucked to and credited to Santa Barbara. Beginning four or five years ago, enterprising fishermen employed an airplane to locate schools of sardines, jack mackerel and white seabass.

The records of landings at Hueneme, as shown here, include the fish credited to Oxnard. The catch for the past two decades has averaged 8,500,000 pounds per year due to the large deliveries of sardines and lesser amounts of Pacific and jack mackerel. The peak year was 1948 with 33 million pounds, most of which was cannery fish. In addition to sardines and mackerel, small amounts of other species were delivered: white seabass, anchovy, barracuda, rockfish, lobster and some shark. Beginning in 1952, with the collapse of the sardine catch, there

has developed at Hueneme an important fishery for anchovies, amounting to over 5,000,000 pounds that year and more than three times that amount in 1953.

In 1952 there were nine party boats and one charter boat operating out of the port of Hueneme. Skin divers occasionally charter a boat for an expedition to one of the islands.

Point Mugu

Located nine miles southeast of Hueneme and 10 miles southeast of Oxnard. The name is derived from the Chumash Indian "muwu" meaning beach. Cabrillo (1542) mentions a native village in the lee of the point and named it "Pueblo de las Canoas" (village of the canoes) because of the large number of plank boats used for fishing. Vizcaíno (1602) named it "Punta del Río Dulce" because of a nearby stream of good water. The lagoon west of the point was a source of shellfish for a large number of Indians. An extensive kitchen midden may be seen at the east end of the lagoon a little northwest of the point at the side of the present highway Alternate 101.

As early as 1880 there is mention of two or three fishermen at Point Mugu who salted and dried a little fish for shipment to San Francisco. For many years there was a fish camp near the mouth of the lagoon. There were accommodations for sport fishermen and a wharf where commercial boats could land catches. The lagoon was frequented by bait diggers in search of shellfish. The area was taken over by the Navy in World War II and no fishing or bait digging is now allowed.

For a couple of decades landings near the point averaged 2,000 pounds per year, mostly halibut, white seabass, and rockfish. The peak year was 1934 with 10,500 pounds but nothing has been reported since 1948. The area closed by the Navy has discouraged sport fishing except from the rocks along the highway near the point.

Sycamore Beach

Located three miles east of Point Mugu and four miles up the coast northwest from the south corner of Ventura County at the mouth of the Big Sycamore Canyon. Once a pleasure pier attracted sport fisher-



FIGURE 67. Damaged pier at Big Sycamore Creek Beach. Photograph by the Waves Research Laboratory, University of California, July 1, 1949.

men to this spot but heavy surf has taken most of it out, leaving only a stub. Two or three skiff fishermen worked this locality but since World War II the amounts of fish landed have been very small, mostly halibut and rockfish by setlining and trap fishing for lobster. Much of the catch was peddled by the fishermen to nearby waterfront restaurants and fish markets but some was sold to pickup trucks. Deliveries of fish at this point have not been shown on our records. Sport fishing is minor, mostly surf casting and angling from the rocks.

Solromar and Harrison's Landing

Located 18 miles southeast of Oxnard at the south corner of Ventura County. Solromar is a Post Office one mile west of the county line but the spot on the beach where boats come ashore is called "Harrison's Landing" just across the Los Angeles County line. This spot has long been a landing point for skiffs delivering abalone and lobster. It is reputed to be one of the first places where abalone divers in full suit with helmet worked from a skiff. One skiff fisherman, living here, processed abalone and sold the product to local restaurants. There are no fish handling facilities other than the beach where skiffs can land. This spot is well known to skin divers as the "county line."

Our records show landings from 1946 to 1951 but it is probable that much of the poundage in the past was credited elsewhere. The peak year, 1950, showed 4,500 pounds, all lobster and 1951 recorded 700 pounds of lobster. Earlier records showed abalone. The locality is now popular with skin divers.

San Nicolas Island

Located 75 miles southwest of San Pedro and too far out to be visited much by fishermen but of course Santa Claus has no such difficulty. In 1951, 36,000 pounds of abalone were reported from this island.

LOS ANGELES COUNTY

Point Dume

Located 18 miles west of Santa Monica and nine miles southeast of the Ventura County line, this is a prominent point and landmark. The point is named after Father Francisco Dumetz. About 1930 to 1934 a whaling ship anchored off the point and rendered the oil on board.

There are no facilities here, only beaches where skiffs may land. For a distance of four or five miles up and down the coast on each side of Point Dume there are many places where skiffs have landed abalone and lobster and in addition, some setline fish. In the last dozen years this skiff fishing has decreased sharply. Our records show only 5,000 pounds of abalone for 1950 but formerly the catches were gathered by a Santa Monica pickup truck and so were credited to that city. Point Dume reef is a favorite locality of skin divers but otherwise, sport fishing in this area is largely confined to Paradise Cove.

Paradise Cove

Located three or four miles east of Point Dume halfway between Point Dume and Malibu Beach. This is a recently developed resort area catering to trailer camping, ocean fishing and bathing. There is a good sport fishing pier where skiffs are rented. There are hoists for launching and lifting skiffs and in 1952 there was an anchored fishing barge off the cove. There are no commercial fish landings.

Malibu Beach

Located seven miles east of Point Dume and 10 miles west of Santa Monica. The name is derived from the Chumash Indian village of "Maliwu." There is a good sport fishing pier and beaches where skiffs may land. East of this beach is Malibu Point. The coastline of Santa Monica Bay from Malibu to Rocky Point (Palos Verdes Point) is in District 19A, closed to traps and nets (except bait nets).

In past years there were catches of black sea bass landed at Malibu Beach but this was credited to Santa Monica. There used to be a skiff fishery at this beach and for several miles along the coast on either side. It was chiefly trapping of lobster and rock bass but it declined and now this area is fished by boats from Santa Monica. There have been no commercial landings here since 1948 and before that date the annual catches were credited as averaging 400 to 600 pounds but these figures did not include much of the fish that went to Santa Monica by pick-up truck.

In 1952 there were three party boats and one charter boat operating from the pier and there were two anchored fishing barges off the coast. This bit of coastline is the most popular area for surfboard riding. The Malibu Lagoon State Beach contains 26 acres.

Las Flores

Located three miles east of Malibu Beach and nine miles west of Santa Monica. The name means "the flowers." There are no fishery facilities here, merely beaches where, in the past, six or eight fishermen operated skiffs for trapping lobster and a little setlining of fish. Deliveries that were made here were taken by truck to Santa Monica so that our records do not show commercial catches at this point.

Topanga Beach

Located five miles northwest of Santa Monica. The name is that of a Shoshonean Indian ranchería. The land grant (1804) for this entire area including Point Dume was Rancho Topango Malibu Sequit.

Fifteen or 20 years ago there were five or six skiff fishermen operating here but at present there is little commercial fishing in this area. There was a fish market that bought direct from fishermen but there is none now. Most of the skiffs operated setlines for mackerel, rockfish and halibut. There was some trap fishing for lobster and sheep-head supposedly up the coast beyond the Malibu Point boundary line of the Santa Monica Bay area closed to traps in 1931. Previous to this date, trapping in this area was legal.

There have been no records of landings since 1948. Earlier records show an annual average of 7,000 pounds with 24,000 pounds in the peak year 1937.

Pacific Palisades

Located two miles west of Santa Monica. There are no facilities here other than the beach where skiffs land. In past years there was settling from skiffs but now this fishery has practically ceased. There are no reports from here since 1947. Since the closing of this area to traps in 1931 there have been no lobsters reported. A few years ago two or three Santa Monica fish peddlers bought at the Palisades but they kept books at home so credited the poundage to Santa Monica. Five to 18 years ago the catches here averaged 13,000 pounds per year with 48,000 pounds in the peak year 1941. Now it is insignificant as a port of landing.

Santa Monica

Located on the coast two miles northwest of Venice and about 25 miles southwest of downtown Los Angeles. The city was founded in 1875 and from the first it was a favorite beach resort and sport fishing locality. It was one of the first cities to have an anchored fishing barge off the town and at one time there were five barges at this port. Also Santa Monica was one of the first towns where party boats operated on a regular fixed schedule.

Santa Monica was a strong contender for the advantage of being the port city of Los Angeles. As a bid for shipping, the "Long Wharf," a mile long was built in 1891 about a half mile west of the mouth of Santa Monica Canyon. The wharf did attract shipping and hundreds of pier anglers. In a storm of 1915 some 2,000 feet of the pier was washed out. A settlement on the beach at the foot of the Long Wharf was started in 1905 by two commercial fishermen and in a couple of years had a population of over 200 inhabitants. It was named "Port of Los Angeles" but it lasted only 14 years. When the San Pedro breakwater was built with docks, fish markets and harbor facilities, San Pedro forged ahead in the race to be the port for Los Angeles and fishing boats began deserting the Long-Wharf settlement. By 1919 there were still about 60 Japanese and Russian fishermen left at the "Port of Los Angeles" but the whole settlement was ordered, by the land owners, to move off, so that in late 1919 the port vanished and what was left of the wharf was removed after 28 years of service. A large and well equipped pleasure pier at the center of the town's waterfront took the place of Long Wharf and became the landing place for local fishermen.

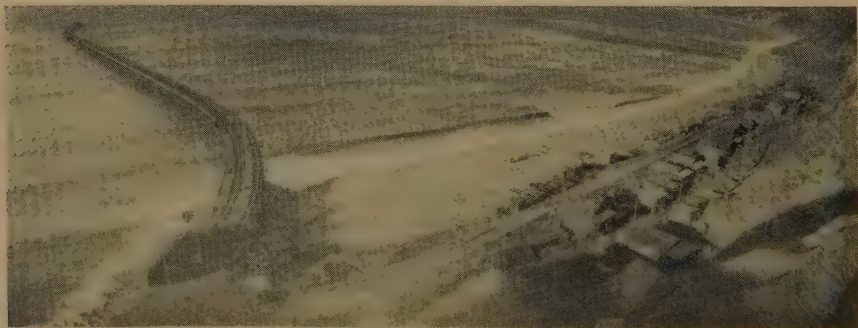


FIGURE 68. "Long Wharf" (1891-1919), originally over a mile long, and the fishing village of Port Los Angeles. Photograph in the fall of 1919 by C. S. Bauder.

The city grew and fish landings increased but did not reach big figures because only local demand was being supplied. The annual average was 4,000 pounds up to 1938. In that year mackerel scoop boats began unloading at Santa Monica Pier. Hoists were installed and trucks carried the fish to distant canneries, mostly San Pedro, but some went to Monterey and San Francisco. The annual landings therefore jumped to five or six million pounds with a peak of 24,000,000 pounds in 1944. With the failure of the Pacific mackerel supply, the Santa Monica landings have now dropped to a more normal level. Trucking of mackerel accounted for a great tonnage of fish but the normal landings at this port were anchovy, rockfish, barracuda, halibut, albacore and kingfish.

Santa Monica has been an outstanding ocean angling locality. Many points on the bay are favored by skin divers and boats may be chartered at Santa Monica for that purpose. In 1952 there were four or five party boats, four charter boats and two barges at this port. Pier angling is popular. Santa Monica Beach State Park contains 32 acres.

Ocean Park

Located one mile east of Santa Monica municipal pier and midway between this pier and Venice. The town was settled in 1892 and incorporated in 1904. It is now within the city limits of Santa Monica. At this point is a large amusement pier from which there is sport fishing and from which two party boats operate. Mackerel was unloaded here during World War II but the records show it as Santa Monica. In past years five or six rod and reel commercial fishermen cast for surf perch. The records show no landings here since 1945. In the preceding 15 years the catch averaged 6,000 pounds per year. The species were lobster, rock bass and shark. The landings of mackerel and perch were recorded at Santa Monica.

Venice

Located two miles southeast of Santa Monica and about 14 airline miles southwest of downtown Los Angeles. The town, now part of Los Angeles, was laid out in 1904 with canals resembling its Italian namesake but the mosquitoes used the waterways more actively than the humans and finally the canals were ordered filled. There was a very large amusement pier in front of the city where fishing boats could unload and at least 10 boats and many skiff fishermen made this port headquarters. Before the second World War most of the pier burned and the remainder was removed about five years ago. A little way down the coast from this point is Sunset Pier but commercial boats now have no very good place to land.

During the past 20 years the fish landings averaged 58,000 pounds per year. Two fish buyers recorded Venice as the place of landing when the actual landings were at Santa Monica so the Venice figures were somewhat high. The peak year was 1947 with 900,000 pounds. Most of this was anchovy (390,000 pounds in September) but there were some sardines. The 1950 landings were 12,000 pounds. Years ago the skiff fishermen landed loads of lobster at this point but this has dropped to a small amount.

Playa del Rey

Located $2\frac{1}{2}$ miles southeast of Venice at the mouth of Ballona Creek which, long ago, was the outlet of the Los Angeles River. The name means "beach of the king." There are no facilities and no fishing boats land here. Years ago a few oysters were grown in the lagoon. For only five of the last 22 years were deliveries reported, about 800 pounds per year on an average. The species were clams, chiefly, jackknife and cockles. Nothing has been reported since 1936.



FIGURE 69. Manhattan pier. *Photograph by R. D. Collyer, April, 1949.*

Manhattan Beach

Located eight miles southeast of Venice between El Segundo and Hermosa Beach. The town has a good pleasure pier for sport angling but no other facilities either for commercial or for sport fishing and no fishing boats are located here. In past years three or four small boats fished setlines out of this port but catches were landed at Redondo. Manhattan Beach State Park contains 29 acres.



FIGURE 70. Hermosa Beach. *Photograph by R. D. Collyer, April, 1949.*

Hermosa Beach

Located midway between Manhattan Beach and Redondo Beach. On the "beautiful beach" there is a pleasure pier (recently closed because of storm damage) used by anglers but no commercial boats operate out of the town. In past years two or three small boats fished here and landed lobsters and rockfish at the pier but there have been no such landings since 1947. Before this date the yearly landings averaged 6,000 pounds.

Redondo Beach

Located at the south end of Santa Monica Bay about 18 miles southwest of downtown Los Angeles. This beach resort town was laid out in 1887. A feature of the waterfront is a semicircular pier with a straight pier beside it. On the latter there are (1953) five restaurants, five bait and tackle stores and six fresh fish markets which do a "land office" business on summer week ends when the pier swarms with visitors. We know of no other pier displaying such a variety of fish species. This is the only place featuring the sale of the claws of rock crabs, and small sablefish are available almost any day.

Before the Los Angeles-Long Beach Harbor was developed Redondo and Santa Monica were striving with San Pedro and Wilmington to become the port of Los Angeles and a long lumber handling wharf was built at Redondo. Harbor improvements at San Pedro and Long Beach decided the race. Some 30 years ago a fleet of fishing boats plus 40 or 50 skiff fishermen made headquarters at Redondo. At present there are a few abalone boats, a few trollers for albacore and barracuda, three or four setliners and four skiffs fishing for lobster, 12 to 15 boats in all, not counting skiffs. Up to 1943 the average landings at Redondo were 160,000 pounds per year but in that year hoists and scales were installed on the pier for unloading mackerel boats. This fish was trucked



FIGURE 71. Redondo Beach. Photograph by the Waves Research Laboratory, University of California, January 8, 1948.

to canneries on Los Angeles Harbor, chiefly to the plants in Wilmington. These receipts of cannery fish increased the total landings to an average of 2,600,000 pounds per year for the six-year period 1943-1948. The peak was 6,000,000 pounds in 1944. Since 1948 the catch has averaged less than 300,000 pounds per year. The leading species, other than mackerel, have been rockfish, abalone, lobster, albacore, rock crab, perch, anchovy, and barracuda.

In addition to the pier angling, there were in 1952 four party boats and one charter boat out of Redondo but this port is a favorite spot for barge fishing. Of the four barges, three operate together so that a ticket to one is good on the others and the fisherman may move from one to another as he pleases. This is a unique feature of the Redondo barges. Redondo Beach State Park consists of 27 acres.

Lunada Bay

Located a quarter of a mile south of Rocky Point and two miles north of Point Vicente. It is a semicircular bight with no fisheries facilities other than a beach, but normally at least one diver boat works out of here for abalones and occasionally for agar weed when the price is high enough to make the operation profitable. Two or three skiff fishermen use lobster traps in this bay during the season. In 1952 there were no commercial boats at this cove. No landings have been reported here as catches have been carried to Redondo Beach and there recorded. In recent years the heaviest catches of lobster have been made by skin divers.

Long Point

Located one mile east of Point Vicente. Just east of Long Point is a small beach where skiffs may land. This is known as Abalone Cove which was, 30 or 40 years ago, the site of a Portuguese fishing camp. There was also a shore whaling station located here for a short time. Up to two or three years ago it was headquarters of two or three skiffs running traps for lobsters during the season and at other times fishing set lines. This area is now private property. Fish catches made here in the past, have been recorded elsewhere.

Portuguese Bend

Located two miles east of Point Vicente and five miles northwest of Point Fermin. In Spanish days this bay was a shipping point for hides and tallow and at one time there was a thriving village here. A shore whaling station operated here roughly from 1864 through 1884 but the record of these dates is hazy. Later, this was the site of Japanese abalone diving. The catch was mostly black abalone, with some pinks and an occasional red. Catches of fish made here in the past have been recorded at some other port and now there is no commercial fishing as the area is owned by a private beach club. There is a little sport fishing by club members and there is a club pier with hoist for lifting skiffs.

White Point

Located $1\frac{1}{2}$ miles west of Point Fermin and $3\frac{1}{2}$ miles east of Portuguese Bend. For almost a century the rocky areas about this point have attracted people gathering abalones. It was the site of a Japanese camp



FIGURE 72. Portuguese Bend. *Photograph by the Waves Research Laboratory, University of California, July 7, 1949.*

where these mollusks were sun dried. After state law prohibited drying, abalones were gathered for sale of the meats and shells by three or four Japanese operating skiffs. The point became a recreation area for Japanese. There was a pleasure pier, but later all but a remaining stub was washed away. Before the second World War two Japanese operated sport fishing barges that were anchored here and there is still sport fishing from the rocks and from what is left of the pier. This vicinity has now become one of the favored spots for skin divers seeking abalone and lobster. The area is now a military reservation closed to commercial fishing but it is still open to sport fishermen.

Cabrillo Beach

Located at the base of the Los Angeles harbor breakwater in the City of San Pedro. It was reserved as a recreational beach when the first unit of the breakwater was built. For a few years several commercial fishing boats made their headquarters on the inner or harbor side of the breakwater but now sport party boats operate out of this place and two or three bait net haulers tie up or anchor here. There have been no commercial landings of fish here for many years.



FIGURE 73. A portion of Fish Harbor, Terminal Island, showing "cannery row." Since 1948, when this photograph was taken, several large plants have been built in this area. *Courtesy of the Los Angeles Harbor Department.*

San Pedro

Located at the west end of San Pedro Bay about 23 miles south of downtown Los Angeles, this forms part of the Harbor of Los Angeles. Cabrillo (1542) named the bay La Bahía de los Fumos y Fuegos (the bay of smokes and fires) because the Indians had fired the grass for a rabbit drive. Vizcaíno (1602) called it Ensenada de San Andrés (the bight of Saint Andrews) but he made a mistake of one day on the calendar. It was really the feast day of Saint Peter of Alexandria (the martyr, not the apostle) so the bay was renamed San Pedro. In 1805 the first Yankee ship arrived even though all dealing between the Spanish and the foreigners was forbidden. Contraband trade was carried on nevertheless. It seems likely that the first such trade was for sea otter pelts and that the payment for New England goods in hides and tallow came a little later. In 1821 when Mexico freed herself from Spain, trade was legalized provided duty was paid in Monterey. Thereafter, a part of the cargo was declared but most of the bartering was smuggling. The grant of Los Palos Verdes Rancho in 1827 to the Sepúlveda family gave the cove of San Pedro its name of Sepúlveda Landing. A little later the inner part of Point Fermin was named Timms Point after a squatter and still later the settlement became known as San Pedro. Improvement of the harbor was begun in 1877 and in 1909 San Pedro was annexed by Los Angeles.

For the past half century San Pedro has been the leading fresh fish port of Southern California. It has been the receiving point for the Los Angeles wholesale houses. Years ago two canneries operated in San Pedro but in recent years the packing plants of this area have been located at Terminal Island, Wilmington and Long Beach. There is, however, a kelp processing plant in San Pedro that specializes in the



FIGURE 7. Purse seine boats in the San Pedro slip at San Pedro. Photograph by Vernon M. Haden probably in the late 1940's.

production of stock foods. There are 12 modernly equipped receiving markets with cold storage and both rail and truck transportation. The harbor offers mooring space and a large part of the purse seine vessels and a portion of the tuna fleet makes San Pedro headquarters. Over the past 20 years the landings here have averaged 9,000,000 pounds per year with a peak in 1931 of 18,000,000 pounds. Nearly all available species of fish have been handled but the leading ones have been sardine, barracuda, mackerel, white seabass, albacore and rockfish.

This port has an unusual number of charter boats (73) available to sport fishermen and two cater especially to skin diving parties. Eight regular party boats are located here and one anchored barge is off this port (1952).

Wilmington

Located on the Harbor of Los Angeles about four miles northeast of San Pedro. A dredged channel connects the community with the ocean.

The town was first named New San Pedro and was started as a shipping point. Ships anchored in the bay discharging passengers and freight to a barge which was towed by tug to the landing. The port was later renamed Wilmington. The first shipping was in 1858. Modern shipping developed after the San Pedro harbor was improved, the entrance and connecting channels dredged and the breakwater constructed. The city was annexed by Los Angeles in 1909.

In the past, fish intended for the markets was unloaded at a small pier but now boats discharge at two or three cannery docks. Other docks provide unloading and weighing facilities for discharging into trucks for transport to three or four canneries that are not located on the water so that they are dependent on trucking. Two small plants can fish as pet food. Practically no market fish is unloaded in Wilmington.

As Wilmington does not have fresh fish markets, the fish species delivered are naturally those that are canned. In the order of volume, as of 1951, they were: jack mackerel, sardines, yellowfin tuna, skipjack, Pacific mackerel, bluefin tuna, albacore and yellowtail. The volume has averaged 53,000,000 pounds per year since 1930. The peak year was 1950 with 82,000,000 pounds. Among the fishing boats of this port, purse seiners predominate. Much of the tuna is delivered by bait boats and the albacore is from trollers.

In 1952 there were four day boats and 114 charter boats for ocean angling. Most of the charter boats are small.

Terminal Island

Located east of San Pedro, south of Wilmington and west of Long Beach to form the Los Angeles-Long Beach inner harbor. It was an irregular low sand spit at the outer margin of the salt marshes and terminating in a rock dome (Deadman's Island). It was first known as Rattlesnake Island and later (1891) received its present name when it was the terminus of the Los Angeles-Terminal Railroad. The first fish cannery south of San Francisco opened here in December, 1893, for packing sardines and mackerel. Up to 1909 the ocean front portion of the island was a fashionable resort and some of the elite of Los Angeles



FIGURE 75. "Cannery Row," Terminal Island. Tuna purse seine boats and nets.
Photograph by R. S. Croker, April, 1931.

society had summer homes here. Brighton Beach, a little farther east was a beautiful bathing beach, is now the U. S. Navy Operation Base. All of the island and much surrounding area has been filled with several feet of dredged sand, chiefly for industrial use.

Deadman's Island was called by Vizcaíno "Isla Raza de Buena Gente" (island of the race of good people) and in the 1820's it was named Isla del Muerto. Many legends refer to burials there but the rock was of great interest to geologists as it was an outcrop of very ancient material and when the island was dredged away to facilitate maneuvering of ships entering the harbor, samples of this old rock were boxed and saved for future study.

Twenty years ago Terminal Island ranked near the top of the great fishing ports of the world so far as tonnage was concerned. This was due chiefly to the huge deliveries of sardines and later of sardines and mackerel and tuna landings that were second only to San Diego. The canning of Pacific mackerel (starting in 1928) became a huge operation (1933-1946) and during the peak years there was more mackerel delivered to "Fish Harbor" on Terminal Island than on the whole Atlantic coast of America. This port handles very little fresh fish and does not have facilities for doing so. Practically everything delivered here goes to canneries. In 1950 there were 13 packing plants. After the slump in sardines, other species had to be substituted and these were in 1951, arranged in order of volume: yellowfin tuna, sardines, skipjack, albacore, jack mackerel, Pacific mackerel, bluefin tuna, yellowtail, bonito, squid and anchovy. Over the past two decades the landings have averaged 308,000,000 pounds per year with a peak in 1950 of 611,000,000 pounds. Sport fishing on the island is very limited.

Los Angeles

Downtown Los Angeles is located 15 miles inland from Santa Monica Bay, the nearest point on the ocean front, and 20 miles north of San Pedro harbor. The ancient Indian village of "Yang-na" was visited by the Gaspar de Portolá party in 1769. Twelve years later on this site was established the "Pueblo del Rio de Nuestra Señora La Reina de Los Angeles de Porciúncula." Ten years before this was founded the Mission San Gabriel Arcangel but three years later it was flooded by the Rio Hondo and the mission was moved five miles to its present site. The pueblo was incorporated as a city in 1850 but it was 26 years later before there was railway communication with San Francisco. The San Pedro Harbor area was improved by dredging and the first section of a breakwater was completed in 1910.

During the second World War (1942-1943) Los Angeles was the center of an industry for the processing of agar weed harvested along the coasts of Los Angeles and Orange Counties. The supply from Japan was cut off and there was an increased need for the product in bacteriological laboratories. The importation of lower priced weed from Mexico put an end to the use of California weed.

All fish is delivered to Los Angeles by rail or truck. The city does a large wholesale business in fishery products, both local and shipped in from the Pacific Northwest, from eastern states and from south of the Mexican border. The wholesale houses have large refrigeration units and several cold storage firms handle fishery products.

During the last two decades Los Angeles has received a yearly average of a half million pounds of fish not already credited to the ports where the catches were unloaded and cleaned. The peak year was 1948 with over two million pounds. This is exclusive of the large volume of products shipped into the State but it does include some shipments from California points. These figures do not mean much because most of the poundage was properly credited to port cities when the fishing boats delivered, as San Pedro, San Diego and Santa Barbara. Practically all species are handled by Los Angeles wholesalers but the leading local species have been halibut, lobster, sablefish and lingcod. Most of the popular kinds of fishes, such as salmon, rockfish, yellowtail, barracuda, and white seabass have been recorded at coastal points of first delivery. In recent years, a large proportion of the fishery products handled by Los Angeles wholesalers has been shipped into California. In the markets one may find such items as trout from Norway, lobster tails from South Africa, and shrimp from Mexico or Louisiana. Some local fish is delivered to two Los Angeles canneries producing canned pet food.

Lennox

Located 15 miles northwest of Long Beach and five miles from the nearest ocean point. In June of 1949, 200 pounds of fish, mostly barracuda with a little yellowtail and Pacific mackerel, was credited to this inland town where there are no fishery facilities. This was during the short period when fish retailers were licensed and required to keep fish sale records.

Lynwood

Located 10 miles north of Long Beach and an equal distance inland from the ocean front at Hermosa Beach. There are no fishery facilities at this town and it is probable that catches were credited to Lynwood only because in 1947-1949 licenses and sale records were required of fish retailers. In 1949 over 1,000 pounds of fish were recorded at this town, mostly halibut and some lobster and sheep-head.

Gardena

Located inland 10 miles north of San Pedro and six miles east of Hermosa Beach. There are no fishery facilities there except a small salting operation conducted by a Japanese. Anchovies were salted and then packaged for sale as salt bait. In 1948, two and one-half tons of anchovy were credited to Gardena which should have shown the place of landing as San Pedro and Redondo. Later other species, including squid, were dried at this place.

Torrance

Located four miles east of Redondo Beach and seven miles north of San Pedro. This town is inland and has no fishery facilities other than a large liver oil plant at which fish livers were processed. Fish livers from many localities were handled here. In 1942, four and one-half tons of shark were recorded from Torrance but most of it was landed at Santa Barbara and San Pedro.

Long Beach

Located on the north shore of San Pedro Bay 20 miles south of downtown Los Angeles. This locality had its share of distinguished visitors—Cabrillo (1542), Drake (1579), Vizcaíno (1602) and Portolá (1769). Three soldiers of the Spanish army of occupation reached retirement age in 1784 and in November of that year requested a soldier's bonus, the grant of grazing privileges on tracts of land held by the crown. These were the first land grants in Alta California. These three musketeers were Juan José Domínguez (Rancho San Pedro), José María Verdugo (Rancho San Rafael) and José Manuel Nieto (Rancho Los Nietos), the latter being the largest land grant ever made in California. It was that area between the San Gabriel and Santa Ana Rivers from the mountains to the sea. Long Beach occupies part of the southern portion of this tract and the west side of town is on a part of Rancho San Pedro. There followed the halcyon days of Spanish ranch life till the devastating drought during the Civil War which caused the sale or subdivision of most of the ranches of the State. Eighty-six years after the original grant an Englishman named Wilmore leased part of the tract and laid out the town of Wilmore City next to the ocean and the American Colony to the north of it. Both withered on the vine and a land company took over the lease and renamed the settlement Long Beach (1884) just a century after the Nieto grant. The Terminal Island Railroad (1891) gave badly needed transportation across the marshes. The discovery of oil on Signal Hill (1921) and harbor development boosted the town and it became "the seaport of Iowa,"



FIGURE 76. A portion of Long Beach Harbor. Picture taken in 1953.
Courtesy of the Long Beach Harbor Department.

so called because of the many transplanted Midwesterners who call it home.

On the Long Beach harbor there are unloading docks for market fish and several fish canneries. Over the past 20 years the average landings have been 69,000,000 pounds per year with a peak of 138,000,000 pounds in 1945. The leading species handled have been sardines, yellowfin tuna, skipjack, mackerel, yellowtail, albacore, anchovy, bluefin tuna and abalone.

The city has had, throughout the years, several pleasure piers for anglers. At Belmont Shore there is now a modern pier. In 1952 there were 22 party boats and 64 charter boats out of Long Beach. Five fishing barges were anchored offshore. Alamitos Beach State Park contains 10 acres.

Santa Catalina Island

The southern group of four Channel Islands are arranged in a roughly diamond position with Santa Catalina closest to shore and San Nicolas farthest offshore. Santa Barbara is the northern island of the group and San Clemente is farthest south. These islands lie off the coasts of Los Angeles and Orange Counties but officially Santa Barbara Island is a part of Santa Barbara County and San Nicolas Island is a part of Ventura County. The other two are in Los Angeles County.

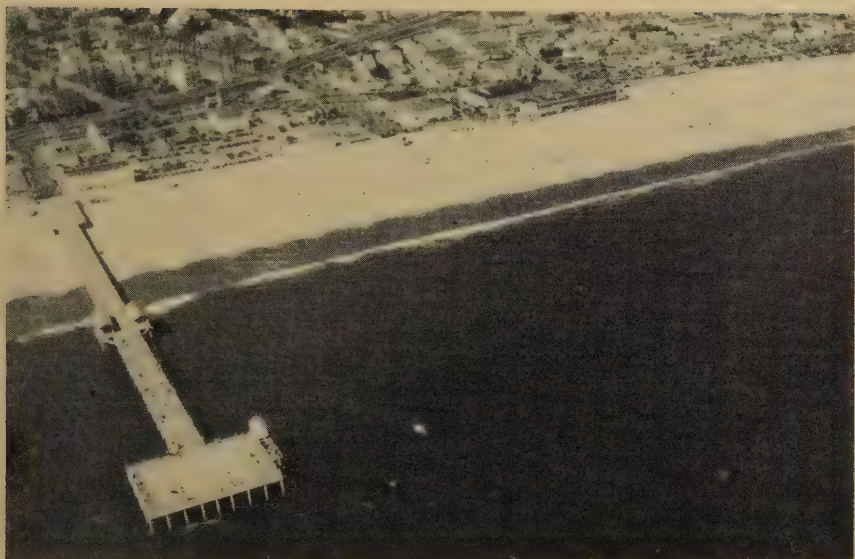


FIGURE 77. Belmont Shore (Long Beach). Photograph by R. D. Collyer, 1950.

Santa Catalina, the largest of the southern group, is 25 miles south of San Pedro. The islands were discovered by Cabrillo (1542) but he mistook the largest for two islands and gave two names, La Vitoria and San Salvador after his two ships. The natives called it Pineugna. Later (1602) Vizcaíno called it La Isla de Santa Caterina. The buccaneer Drake (1577) and other pirates preyed upon the Spanish galleons in this area. These ships, with rich cargo from the Philippines, took the northern route for more favorable winds, sighted land at about Cape Mendocino, and went down the coast to Panama. A harbor for refitting and as a refuge from pirates was needed and the locating of such a haven was the reason Vizcaíno was sent to scout the coast of Central and Southern California.

The natives on Santa Catalina dressed in sea lion and otter skins. They fished with bone hooks, and good ropes and lines and used woven nets. They had well made plank boats laced with deerskin thongs and calked with pitch. Some of their canoes were 30 feet long and carried eight paddles with 14 or 15 men. Trips to the mainland were made frequently. The Indians were very friendly and the Spaniards were entertained on the island and treated to roasted sardines, among other delicacies.

When the Russians occupied parts of California they gathered otter pelts at the islands and their Aleutian Indian hunters killed many of the natives on Catalina and stole their women. In 1804 the Padres planned an island Mission but decided there was insufficient water. Instead they took many natives to San Gabriel Mission where they were victims of a scourge of measles. Santa Catalina has had a dramatic history of piracy and smuggling. Under the rule of Spain, an iron curtain was attempted and the Californians were forbidden any dealings with foreigners but Yankee skippers found a way. One was to

anchor the trading ship at Catalina and make trading trips to the mainland in the ship's small boats. Later, under Mexican rule, trade was permitted if the ship entered at the capital and paid the exorbitant duty at the Monterey Customs House. Ships then landed most of their cargo on Catalina Island and dutifully entered at Monterey. Later the duty-free cache at the island was recovered. Many years later, in the early days of tuna importation from below the border, some of our skippers avoided Mexican duties by methods that were strikingly similar.

The records of landings at Santa Catalina and at the other islands are misleading. For a number of years a pickup boat from the mainland gathered up catches of lobster and abalone taken by local fishermen either camping on an island or living aboard their boat in a sheltered cove. A few years ago these catches were credited to the mainland ports where delivered by the pickup. Recently they have been recorded as landed at the particular island. Diver boats for abalone from several mainland ports visited the islands and listed catches either at an island or at their home port. This is another case of confusion in place of "landing." However, the record of place of capture is the important information in such cases. Most of the islands have no landing facilities except a cove beach but the public is not permitted to land at several of the islands. Santa Catalina has two good piers, one at Avalon and one at the Isthmus Cove. Most of the "inside" or north side of the island is closed to commercial diving, traps and nets for a sport fishermen's haven. Much of the south side of the island is open to nets and purse seine caught fish.

Avalon

Located on the north side of Santa Catalina close to the east end of the island. The town was first known as Shatto. After San Pedro was settled, a squatter on the harbor front, Captain A. W. Timms, ran sheep and goats on Santa Catalina with headquarters at Avalon, then variously known as Timms Landing, Timms Bay and Timms Cove. In 1890 an abalone fisherman put a glass bottom in his row boat to help him locate shells and thus started the craze that still fascinates visitors to the island.

Avalon Bay has a fishermen's pier where some commercially caught fish is landed for the two or three markets of the town. In past years some fish was delivered by steamer to the mainland. In the last 20 years the landings at Avalon have averaged 120,000 pounds per year with a peak of 600,000 pounds in 1942. The species delivered here have been abalone, lobster, swordfish, flyingfish, albacore, sanddab, barracuda and rockfish.

Since the days of sail, Avalon has been a paradise for big game fishing and later the island became known throughout the sporting world for its fishing, especially for marlin. In 1898 the famous Tuna Club of Avalon was founded. In recent years skin diving at Catalina Island has become a very popular sport. In 1953 there were three charter boats and an anchored barge for sport fishermen.

San Clemente Island

Located about 50 miles a little west of south from San Pedro. It is now a U. S. Navy reservation and civilians are not allowed on the island. Abalone and lobster fishermen operated off shore and in 1951 over 250,000 pounds were credited to this island, most of it abalone. These were delivered to and processed at mainland ports.

ORANGE COUNTY

Los Alamitos

Located five miles inland north of Seal Beach. The name means "little cottonwoods." The town site is on part of the Rancho Los Alamitos which was a portion of the original grant to Manuel Nieto in 1784. The town was started in 1880. At the north edge of town is located a well-known pet food plant which uses a large amount of fish, most of which is landed at Newport Bay and properly credited to that port. In the fall months of 1940 more than 13 tons of Pacific mackerel was recorded as landing at Los Alamitos but this was soon corrected.

Seal Beach

Located on the coast five miles southeast of downtown Long Beach, near the present mouth of San Gabriel River at the entrance to Alamitos Bay.

The town was first known as "Bay City" but in 1911 it was incorporated as Seal Beach. It is well known for the harbor seals that use the sandy beaches at the entrance to the bay as a hauling ground. It is one of the two places in the State where one may be reasonably sure of seeing true seals sunning themselves. The so-called seals to be found at other spots along the coast are sea lions.

There is a sport-fishing pier but no fish-cleaning sheds or canneries. Small amounts of commercially caught fish are landed here but the average has been about two tons per year. The peak year of 1939 accounted for $8\frac{1}{2}$ tons but 1951 showed only 90 pounds. The catches have been barracuda, lobster, rockfish, and rock bass.



FIGURE 78. Seal Beach. Photograph by R. D. Collyer, April, 1949.

The bay shelters a fleet of privately owned sport fishing boats. In 1952 three party boats and one or two charter boats operated out of Seal Beach. One sport fishing barge is anchored off the town.

Anaheim Landing

Located one mile east of Seal Beach at the entrance to Anaheim Bay. At one time this was an important grain and produce shipping point for the Los Angeles basin and showed promise of being one of the leading ports of the State. Now it is a resort area with no shipping other than the movement of materials connected with the U. S. Naval Ammunition and Net Depot located on the northern portion of the bay. There are no fisheries facilities here and no commercial fish landings. In 1952 there were six charter sport boats and a small fleet of privately operated sport boats.

Sunset Beach

Located eight miles down the coast from Long Beach and a couple of miles south of the entrance to Anaheim Bay. The town was started in 1887 as a resort boom town but it misfired. There are no fish handling facilities other than a large seafood restaurant connected with a retail fish market. There is also a small smokehouse handling a little fish. The fish landings have averaged about $6\frac{1}{2}$ tons per year (less than two tons in 1951). Most of the poundage was of the restaurant species—yellow-tail, barracuda and white seabass with some albacore, rockfish and other mixed species. This is a resort town but the sport fishing is handled at nearby Anaheim and Alamitos Bays.

Huntington Beach

Located on the coast eight miles southeast of Seal Beach. The town was first known as "Pacific City" but the name was changed to Huntington Beach in 1904. There are no fishery facilities and commercial fish are not handled here. In 1945 a few pounds were recorded (mostly albacore) but this should have been credited elsewhere.

It is a well known sport fishing town with a large fishing pier and an anchored barge offshore. In 1952 there were three sport fishing day boats operating out of the town. Huntington Beach State Park consists of 105 acres.



FIGURE 79. Huntington Beach. Photograph by R. D. Collyer, April, 1949.

Santa Ana

Located inland 10 miles north of Newport Bay. The Portolá expedition of 1769 camped near the river three or four miles east of the present town and Father Crespi named the area "Jesús de los Temblores" because the party experienced four earthquakes in one day. The soldiers of the party called the river Santa Ana and their name stuck.

The inland city has no fish handling facilities other than a shed where abalone is processed and a couple of smoke houses. One large market in the city bought directly from fishermen and retailed fresh fish as well as their own processed smoked fish. Another dealer smoked fish and processed abalone. Also one or two fishermen living in the town peddled their own catches. This accounts for the poundage recorded as delivered to an inland town. Most of this fish actually was first landed at Newport Bay.

The annual poundage of fish credited to Santa Ana has varied from 10,000 pounds in 1950 to 45,000 pounds in 1946. The leading species in 1950 were rockfish, white seabass, sablefish, California halibut, abalone and lobster.

Newport Beach

Located six miles southeast of Huntington Beach on a sandspit between the ocean and Newport Bay. The resort community of Balboa comprises the end of the sandspit at the entrance to the bay. Balboa was established in 1905. The bay was first called Ciénega de la San Joaquín and Ciénega de las Ranas.

Newport is an important point for both commercial and sport fishing. Some 15 years ago two fish canneries opened at the western end of the bay (three canneries in 1950). A fleet of commercial boats found perfect shelter in the bay and were provided with unloading facilities at the docks of the canneries and wholesale markets.

There have been two features of the fishing at Newport that have attracted notice to the town. The most unique is the open air fish marketing on the beach, the only place in the State where this practice is followed. A dozen outboard skiff setliners fish off Newport the year round. At the end of a trip they pull their skiffs up on the sand, fillet



FIGURE 80. Newport Beach pier. Photograph by R. D. Collyer, April, 1949.



FIGURE 81. Open air fish market at Newport Beach. Fishermen land their skiffs on the sand and sell their catches directly to the public without the services of a middle-man. *Photograph by R. D. Collyer, June, 1953.*

the catch and sell direct to tourists and housewives. Several of these fishermen smoke the unsold catches and this processed fish is later offered for sale from the skiff markets. The other feature was the seining for jack smelt on the beach near the town. Each end of the long seine was pulled to the beach by a horse trained to make a slow steady pull by leaning forward into the harness with no jerking or straining. Other species of fish caught incidental to the jack smelt were released alive from the net. This beach seining operation ceased about 1933 (because of marketing conditions for the catch) thus depriving visitors of a most interesting spectacle. A less important feature of Newport fishing has been the fact that practically all the fishermen of this one town are of native American stock.

During the last two decades the fish catches landed at Newport have averaged 16 million pounds annually. The peak year was 1948 with 29 million pounds. This heavy tonnage is explained by the presence of canneries that could process fish in bulk. The species of fish were those sought by the canneries, sardines and mackerel. The market fish has been chiefly abalone, anchovy, swordfish, lobster, and albacore. The



FIGURE 82. Balboa pier. *Photograph by R. D. Collyer, April, 1949.*

fishing fleet was made up of a few purse seiners for cannery species but most of the boats were small and engaged in scooping mackerel. A few carried live bait tanks and others trolled. Several small boats and a dozen skiffs did setlining. During and since World War II, Newport has had the greatest number of fishing boats of any of the lesser ports of the State. Fishing boats were attracted to Newport as one of the few points along the coast where they were allowed to operate during the last war. The Coast Guard maintained a barge anchored in the entrance channel where boats could enter and clear under close inspection.

In addition to the large number of commercial fish boats sheltered in this bay, there is a fleet of privately owned sport fishing boats. In 1952 some 15 party boats and 121 charter boats were operating here. A sport fishing barge was anchored off the town and the public pier was either dotted or crowded by ocean anglers. Another pleasure pier is located at Balboa.

Costa Mesa

Located a little over one mile north and inland from Newport Beach. The town was founded in 1900 and was known as Harper till 1915 when the name was changed to Costa Mesa (coast tableland) as the result of a prize contest for submission of new names. There are no fisheries facilities in the town. The record of fish landed there results partly from peddlers who bought fish at Newport Bay but operated out of Costa Mesa where they did their bookkeeping. A smoke house in town bought fish regularly at Newport Bay and in the past these amounts were credited to the inland city. The poundage credited to Costa Mesa averaged about 20,000 annually with a peak in 1943 of 50,000 pounds. In the 1940's the catches were mostly lobster, shark, barracuda, rockfish and a mixture of other species. In 1950 and 1951 the chief species were Pacific mackerel, rockfish, bonito, sablefish, and kingfish.

Corona del Mar

Located on U. S. Highway 101 just to the east of the entrance to Newport Bay. This "crown of the sea" is not a fishing port but Newport, three miles to the west, has facilities for handling cannery and fresh fish and most of the fish credited to Corona was actually delivered at Newport. There is some abalone gathering here but not much. For a time an albacore buyer barge was anchored off the town but the catches were recorded as landing at Newport. There is a record of very heavy deliveries of abalone in 1931 but these were not local. They must have come from one of the Channel Islands and in any case should have been reported as delivered to Newport. The rocky spots near Corona del Mar are popular fishing grounds for skin divers. Corona del Mar Beach State Park contains seven acres.

Laguna Beach

Located 10 miles southeast of Newport Beach. The community is an artists colony similar to Carmel in Monterey County. The sketch map of Rancho San Joaquín (1841) shows Laguna Canyon and several marshy ponds giving the name "Cañada de Las Lagunas." For many years a pier provided a landing place for fishing boats but this has been washed out, piece by piece. There are now no unloading facilities other than the sandy beaches where skiffs are hauled out.

In the past 20 years the fish landings have averaged about 9,000 pounds annually with 39,000 pounds in the peak year of 1944. The chief species have been lobster, albacore, barracuda, and swordfish. In 1951 the leading species were albacore and lobster. Two or three skiff fishermen operate a few lobster traps out of Laguna and a couple of small boats fish for abalone one or two days a week during the season. There is very little sport fishing at Laguna.

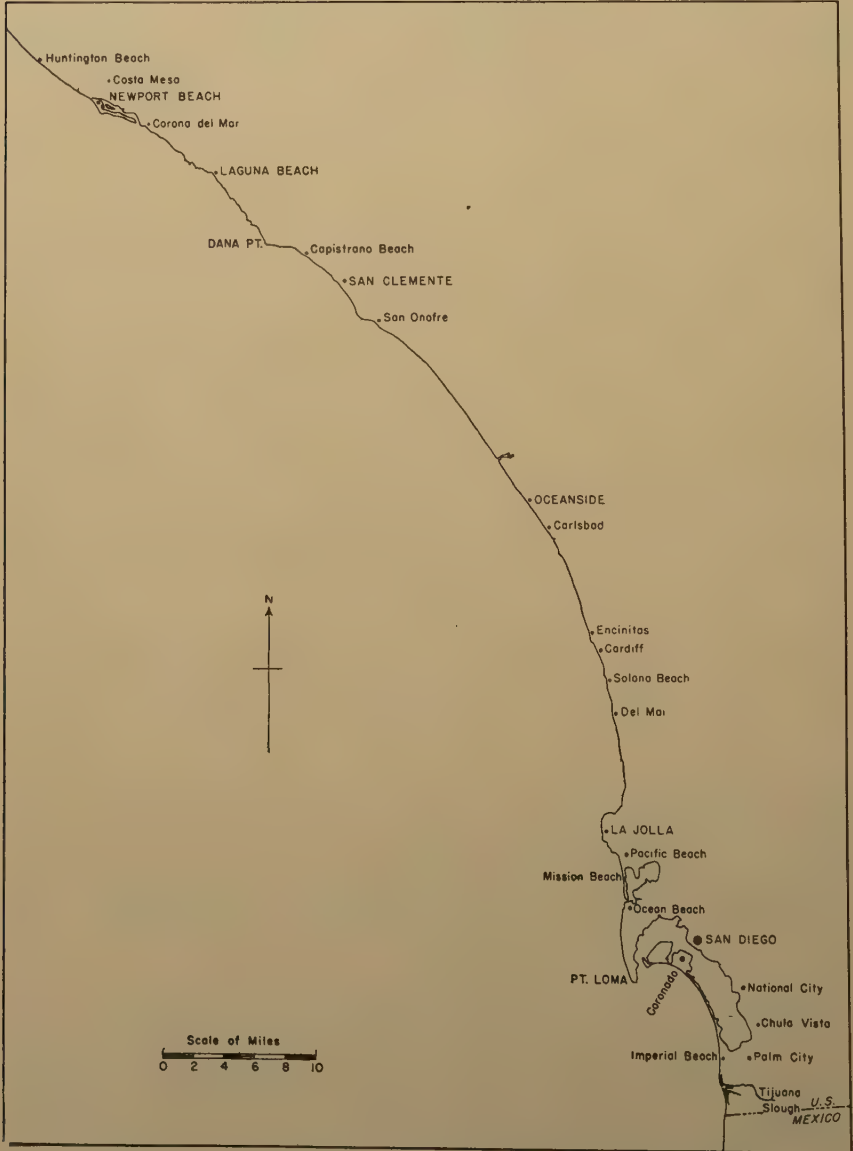


FIGURE 83. The southern coast from Huntington Beach to the California-Mexico boundary line.

Dana Point (Point San Juan) (Arroyo Salada)

Located on the coast 16 miles southeast of Newport Beach and seven miles southeast of Laguna Beach. The point is a stubby peninsula with a sheltered cove on the southeast side. It was called Point San Juan Capistrano, after the nearby mission, or was shortened to San Juan Point. It had been called Punta de Arboleda. Richard Henry Dana, Jr., in "Two Years Before the Mast" described (1835) the hauling of dried hides in squeaking carretas from the mission and surrounding ranchos to the point and dumping them over the cliff to be picked up by the ship's small boats. This was at the cove which, like the point and the town, has been given the name Dana. The cove is now owned by Mr. Probar and is often called Probar's Cove. There is a short pier here for the landing of small craft. The town of Dana Point, started in 1926, is on the mesa back a little from the cove. Some people now apply the name Point San Juan to the west corner of the peninsula and Dana Point to the east corner. Maps do not agree as to these names. A mile up the coast (northwest) is Arroyo Salada (Salt Creek) where four or five small boats fish set lines the year round but their catches are delivered to and are credited to Dana Point.

Out from Dana Cove two small gasoline motored fishing boats run strings of lobster traps and at other seasons fish trammel nets. About 10 skiffs make headquarters here for trolling barracuda, chiefly, and albacore during runs. Two of these skiffs use setlines for halibut and other bottom fish.

In May, 1949, about 28,000 pounds of abalone were credited to Point San Juan and 20 pounds in 1950 were so recorded but normally the catches are reported as Dana Point. In 1950 and 1951 the landings at Dana Point averaged 64,000 pounds per year. The species were, in order of volume, lobster, abalone, albacore, sheep-head, barracuda and halibut.

The rocky shores of Dana Point and the offshore rocks were the fishing grounds for some of the first paddleboard skin divers along the coast and this area remains an outstanding locality for this sport.



FIGURE 84. Capistrano Beach and pier. Formerly known as Doheny Palisades.
Photograph by R. D. Collyer, April, 1949.

Capistrano Beach

Located three miles east of Dana Point and a mile east of the mouth of the San Juan River. This was known as Doheny Park until 1931 when the name was changed to Capistrano Beach. There are no fish handling facilities except a good pier where boats may land catches. Several small-scale fishermen live near here and for the three years 1949-1951 delivered a yearly average of 18,000 pounds of fish, practically all abalone.

Sport fishing flourishes here with a good pleasure pier and a fishing barge anchored off shore. In 1952 there were two party boats and one charter boat operating out of Capistrano Beach.

San Clemente

Located six miles southeast of Dana Point and within two miles of the south corner of Orange County. The town was developed in 1925 as a village of uniformly Spanish architecture. There are no fish handling facilities here other than a good pier. Two or three commercial fishing boats operate out of this point and about 10 men fish from skiffs at irregular intervals. During the season there is some albacore trolling. The catches are lobster, albacore, and barracuda. In 1951 the chief species were white seabass, lobster, and barracuda. Landings are made at the pier. The average yearly poundage is 3,000.

The town is well provided with sport fishing facilities. In 1952 there were three party boats and six charter boats, an anchored sport fishing barge and the pleasure pier. San Clemente Beach State Park consists of 100 acres.



FIGURE 85. San Clemente and its pleasure pier. *Photograph by R. D. Collyer, April, 1949.*

SAN DIEGO COUNTY

San Onofre

Located at the northwest corner of San Diego County and four miles southeast of San Clemente. The name is derived from the rancho which was in memory of Saint Onophrius. There are no fish-handling facilities in the small settlement but skiffs land on the sandy beach. For many years this town was headquarters for a half-dozen lobster fishermen using skiffs. They also operated setlines and there was some small scale gill netting for smelt as bait. Two or three men used handlines and setlines at times. During the last war Camp Pendleton Marine Base was established and the area was closed to all commercial fishing. Sport fishing in the surf was allowed only under permit from the Marine Base officer. Since the war there have been small catches of lobster, barracuda, and rock bass. Sport fishing is confined to surf casting but San Onofre reef near the town is an area well known to skin divers. This town is one of the most popular spots along the coast for surf-board riding.

Except for the small landings at San Onofre, there is practically no commercial fishing in the 22-mile stretch of coast between San Clemente and Oceanside. In the entire coastal strip between Newport Bay and San Diego Bay there is little commercial fishing except from skiffs and these operations are on a small scale.

Oceanside

Located 20 miles southeast of the northwest corner of San Diego County. No commercial fishing power boats operate here but 6 to 10 men fish from skiffs and deliver to a market at the Oceanside pier. Several of these skiffs fish only during the spring season. One or two men trap lobsters from skiffs throughout the season. Catches not used



FIGURE 86. Oceanside pier. Photograph by R. D. Collyer, 1950.

locally are trucked to Laguna or to Newport. Aside from lobster traps, the skiff men fish hand and setlines but most of the time they are trolling. The yearly catch has averaged 26,000 pounds with 66,000 pounds in the peak year of 1949. In 1951 the species, in order of pounds landed were: white seabass, California halibut, shark, albacore, barracuda, clams, and lobsters.

In 1952 three party boats and four charter boats operated here with two barges anchored off the town. The pleasure pier accommodated ocean anglers and the beach attracted surf casters.

Carlsbad

Located about three miles southeast of Oceanside. Mineral springs, similar to those of Carlsbad in Bohemia, were found in 1887 and a small town has grown nearby. There are no fisheries facilities in the town but a half-dozen skiff fishermen live here. Most of the fishing is for lobsters with some setlining for rockfish. No catches are recorded as being landed here. It is probable that deliveries are made to Oceanside. Carlsbad Beach State Park consists of 10 acres.

Encinitas

Located 12 miles south of Oceanside. The name means Little Black-oaks. The townsite was laid out in 1883. There are no fisheries facilities. Five or six fishermen operate here from outboard motor skiffs. They troll, use setlines, gill net smelt for bait and occasionally gill net for white seabass. Much of the trolling is with hand poles rather than fixed gear. Traps are used for lobster during the first part of the season. The annual catch averages 36,000 pounds. In 1951 the species caught were in order of poundage: shark, lobster, sculpin, California halibut, white seabass, rockfish, barracuda, smelt, and sheep-head. There is good sport fishing at Encinitas Beach.

Cardiff

Located two miles south of Encinitas. There are no fisheries facilities here but one or two outboard motor skiffs deliver their catches here. Most of the fishing is for lobster and the accompanying sheep-head found in the traps. Hand and setlines are used for white seabass, shark, and rock bass. Annual catch has averaged 6,000 pounds. The two peak years were 1947 and 1948 with 13,000 pounds per year. The 1951 catch was only 300 pounds. Cardiff Beach State Park contains five acres.

Solana Beach

Located three miles south of Encinitas and 17 miles north of San Diego. The modern town was subdivided in 1923. The name means "sunny place." There are no facilities here except the beach where skiffs land. Four or five skiff fishermen live nearby and operate from this beach. They fish lobster traps and setlines especially through the spring months. The volume of fish landed averages 5,000 pounds per year. The leading species is lobster and others in order of volume are clams, white seabass, sculpin, rockbass, California halibut, and barracuda.

Del Mar

Located on the coast on U. S. Highway 101 eight miles north of La Jolla. The community was founded in 1885 as a literary and art center. The racetrack came much later. There are no fish-handling facilities here. A local market recorded fish received in the one year, 1951, amounting to 1,000 pounds of white seabass and 65 pounds of sculpin.

There is a public fishing pier and a beautiful stretch of beach for surf fishing. At the north edge of town are camp sites much patronized by surf casters.

La Jolla

Located on the coast 11 airline miles northwest of downtown San Diego. This is a very attractive residence and resort town. The name is of disputed origin. There are no special fisheries facilities other than local fish markets that buy intermittently from skiff fishermen. Also, there is a large icehouse near town where fish catches may be stored awaiting shipment to San Diego. In past years pickup trucks from San Diego gathered skiff catches from this area. At times there have been 30 skiff fishermen at La Jolla but usually there have been 8 to 12 boats and in the last few years only 6 or 7. Landings are not made in the town proper but at La Jolla Shores just north of town. One boat fishes lobsters at Bird Rock south of town. A couple of miles north of town is Scripps Institution of Oceanography with a pier but no fish landings are permitted there. Most of the La Jolla skiff fishing is running traps for lobster during the season. At other times the fishermen use setlines and handlines. There is also trolling for albacore with hand poles, really sport-fishing trolling gear.

The records show landings at La Jolla for 12 out of the last 22 years. The annual average has been 21,000 pounds with a peak of 61,000 pounds in 1945. The chief take is lobster and second is abalone. Sheep-head has been third, caught in the lobster traps. Rock bass and white seabass has been taken by line fishing. There has been some smelt and rock crabs.

In addition to the surf casting, there is boat fishing by sportsmen but it is mostly from privately owned craft and not organized as a party-boat system. La Jolla has been, for many years, a favorite area for skin diving.

Pacific Beach

Located on the coast four miles south of La Jolla and less than a mile north of Mission Bay. It was founded in 1887 as an educational center and home of the "San Diego College of Letters." There are no buyer sheds or other special facilities but it has been a receiving point for San Diego buyers and pickup trucks. In the past 22 years, landings have been recorded for only four years—1942, 1948, 1949, and 1950. The peak was 1942 with 39,000 pounds. The average has been 10,000 pounds per year. Nearly all of the poundage has been clams. From April through July of 1942 the landings were yellowtail, barracuda, and shark. Sport fishing is chiefly from Crystal Pier.



FIGURE 87. The town of Pacific Beach and its sport fishing pier.
Photograph by R. D. Collyer, April, 1949.

Mission Beach

Located five miles south of La Jolla on the sandspit separating Mission Bay from the ocean. This is a summer resort area, not a fishing port. Bait stands buy from local diggers of jackknife clams to be used as bait by surf fishermen. The gear used in Southern California for taking jackknife clams is ingenious. It is a metal dart with shaft a foot long and a small triangular arrowhead. This "Cupid's dart" is run down a likely looking clam hole in the mud of the tide flats. If a shell is felt by the operator, a 90-degree turn of the shaft brings a prong of the arrowhead under the lower edge of the clam and the shell may be lifted out of the hole. Success depends upon sensitive "feeling" with the dart. It is only since 1950 that the clam figures have been reported from Mission Beach. The volume in 1951 was 30,000 pounds. Mission Bay Park contains 60 acres.

Ocean Beach

Located seven miles south of La Jolla, just south of the entrance to Mission Bay. In recent years several skiffs unloaded lobsters, during the season, at the entrance to Mission Bay and there were some deliveries of abalone. They were hauled to San Diego by private car or truck. Now Mission Bay is a recreational area and there have been no deliveries of fish at this point since 1939. Beside lobster and abalone, there were catches of barracuda and yellowtail, especially in the peak year 1936 with nearly 2,000 pounds. There is a public fishing pier at Ocean Beach.

San Diego

Located on the mainland at the northeast shore of San Diego Bay 12 airline miles north of the United States-Mexico boundary line. This city is one of the four leading fishing ports of the State. Cabrillo (1542) named the bay San Miguel but Vizcaíno (1602) renamed it San Diego and mentioned the great abundance of fish taken by the Indians on hook and line as well as by nets. More than 160 years later, the Spanish



FIGURE 88. Entrance to San Diego Harbor. At the top, beyond Point Loma, the tip of one of the Coronado Islands (left center), shows above a fog bank. The long Shelter Island has since been improved. To the right are sport fishing boats and yacht anchorages. Photograph (1950) by courtesy of the San Diego Harbor Department.

crown feared the encroachment of the Russians and the English and decided to occupy California in order to hold it against aggressors. Therefore, in 1769 a presidio, a pueblo and the Mission San Diego de Alcalá were established near the San Diego River at "Old Town" four miles northwest of the present city—"New Town." Later the Mission was moved six miles up river to its present site. For a brief period (1825-29) the pueblo served as the Capital of Alta California.

Nearly a century after the founding of "Old Town," a new town was laid out (1867) at the present site where a wharf had been built 17 years earlier (1850). Seal hunting was more important than fishing. The town was small and there was little sale for fish until the railroad came, after which the town and the fisheries grew during the 1880's. During the period 1856 to 1886 or later, there were two whaling stations at San Diego, one at Ballast Point and a second at Whalemans Bight.

Previous to 1870 most of the fishing had been conducted by Italians but Chinese were replacing them and by 1873 the orientals began gathering and sun-drying abalone. Both shells and meats (at 5 cents per pound) were sold to San Francisco where the meats were bundled for shipment to China. The fish catch at San Diego in 1879 was estimated at 100,000 pounds.

In 1880 there were less than 50 fishermen and most (75 percent) of these were Chinese who were drying abalone and anchovies. The Italians

fished hook and line, beach seined and did some trolling for bonito and barracuda. At this time (1880) there were only one or two Portuguese in San Diego. By 1888 there were 160 fishermen. Fifty Chinese dried abalone and anchovies but 13 junks were engaged in beach seining. Other fishermen were gill netting, running lobster traps, hand lining, and trolling. The Italians were leaving San Diego for other fishing ports of the State and Portuguese were taking the places of Chinese and Italians. By 1893 there was only one Chinese junk remaining at the port. Many of the Portuguese came from the Azores Islands, especially after a fungus disease attacked the vineyards of their homeland, and they now dominate the fisheries of San Diego.

The fisheries of this port began a spectacular growth when distant markets were tapped by the process of canning so that fish could be held indefinitely and shipped great distances. In 1911 the San Diego plants began packing albacore which has become a choice high-priced fish although a few years previously the fishermen killed any albacore and threw them overboard as unfit to eat. Very soon San Diego became the leading tuna canning port of the State and it has remained in first place. As the canning plants increased in capacity the fishing boats extended their trips to the south until they were covering the area from San Diego to the equator. A large percentage of both the fresh and cannery fish handled in this port is caught south of the Mexican Boundary line.

This port has been for many years the receiving and wholesaling center for the importation of spiny lobsters taken in Mexico so that San Diego is known as the tuna and lobster capital of the State. In 1920 it was estimated that 85 percent of the lobsters handled in California came from Mexico. A minor importation from the south was, for a few years, the sea turtle and one cannery (1920) packed them. In recent years there have been imports of Pismo clams from Mexico through San Diego. This was stimulated by a California law prohibiting the sale of local Pismo clams (1947).

Early in World War I a large kelp harvesting business sprang into being to supply potash and acetone needed in the making of explosives. By 1916 there were four kelp-harvesting companies operating at San Diego. With the close of the war the cutting was abandoned for a time but one San Diego firm revived the harvesting to produce alginates for a great variety of uses.

The Point Loma canneries are about five miles to the west of downtown San Diego but are within the city and for that reason the Point Loma landings have been combined with those of San Diego. For the past 20 years the fish landings at San Diego (including Point Loma) have averaged 116,000,000 pounds per year with a peak of 214,000,000 pounds in 1948. The leading species naturally were those that were canned—yellowfin tuna, skipjack, albacore, bluefin tuna, bonito, sardines, and Pacific mackerel. Other species have been lobster, yellowtail, white seabass, barracuda, Pismo clams, and abalone, with smaller amounts of many other species.

San Diego is said to be the place where skin diving was first organized with the formation of the "Bottom Scratchers Club of San Diego." The most favored spots for these enthusiasts are Point Loma and La

Jolla. The excellent sport fishing across the Mexican line has long been the lodestone attracting hosts of ocean anglers to San Diego where the facilities are the best for handling large numbers of sportsmen. At this port there were in 1952, 17 scheduled party boats and 36 charter boats. A sportsfishing barge was anchored off the port. The municipal sportfishing dock at Point Loma is the finest facility of its kind in California.

El Cajon

Located inland 14 miles northeast of San Diego. The name is Spanish for corner or box canyon and the area was tilled by the Fathers of the San Diego Mission. It is not a fishing town and has no handling facilities, other than a fish market that recorded fish in 1948 and 1949. This was during the brief period when the law required a license of retail fish dealers. The 1948 record shows nearly 400 pounds of white seabass and 170 pounds of rock bass with a little barracuda and lingcod. Very probably the market was supplied by a peddler truck.

Lemon Grove

Located nine miles a little north of east from San Diego. At this new inland town a fish market bought 2,600 pounds of mullet, 4,500 pounds of sierra mackerel and 125 pounds of grouper during the one year 1948 while the law was in effect requiring a license of retail fish dealers. A local fisherman of Lemon Grove had a permit to seine mullet in the Salton Sea. It is probable that the sierra and grouper were truck delivered imports from Mexico.

National City

Located on U. S. Highway 101 on the east side of San Diego Bay five miles southeast of the City of San Diego. It takes its name from the Rancho la Nación. Part of the rancho purchased in 1869 to form the townsite planned to compete with the New Town of San Diego (as contrasted with "Old Town"). This is not a fishing port although 25 to 30 years ago there was gill netting from skiffs in this portion of San Diego Bay. In recent years the only activity has been digging clams for bait in the mud flats exposed at low tide. Commercially dug bait clams and mudsuckers were recorded in 1947 and 1948 but none have been reported since.

Chula Vista

Located on U. S. Highway 101 eight miles southeast of San Diego. The town was founded in 1887. The name means pretty view. This is not a fishing port. Clams dug for bait were reported for three years (1949-1951) with a peak of 1,600 pounds in 1949.

Palm City

Located on U. S. Highway 101 at the extreme southern tip of San Diego Bay, 12 miles southeast of San Diego. This is not a fishing port and there is only clam digging for bait in the mud flats of the shallow South Bay. In 1950, 960 pounds of jackknife clams were reported and 35 pounds in 1951.

Coronado

Located on the sandspit across the bay from the City of San Diego. The town of Coronado and Coronado Strand are connected by ferry with this city. Coronado is not named after the explorer but rather for the four islands just across the boundary line of Mexico—"Los Cuatro Martires Coronados" (Four Crowned Martyrs). The islands were first sighted by Cabrillo (1542); then by Vizcaíno (1602). A fine hotel was built at Coronado by John D. Spreckles in 1888 and the Strand to the south was a fashionable tent city. A modern town has sprung up there but all of North Island (the upper part of the sandspit) is now a U. S. Naval Air Station and there are additional naval and military reservations to the south.

There are no fisheries facilities here and no fish are landed now nor at any point along the sandspit, but for three years, 1931, 1932, and 1950 there is a record of deliveries averaging 1,000 pounds per year with a peak of 2,400 pounds in 1932. The species were rockfish, rock bass, and shark. Surf fishing is popular wherever allowed along the Strand.

Imperial Beach

Located on the coast a mile below the southernmost tip of San Diego Bay and 10 airline miles south of downtown San Diego. The town was first called South San Diego, but in 1906 it was renamed to entice tourists from Imperial Valley to build summer homes. About 25 years ago three fishermen made headquarters here. They used set gill nets in the bay for herring during the spawning run. Other months of the year they set gill nets in the salt marshes for mullet and white seabass. They used one power boat and two skiffs and landed some of their catches a little south of Imperial Beach. Most of their fish was peddled from a small truck. There was no record made of these operations and no landings at this point have been recorded since. At present, the only activity is digging jackknife clams for bait and extensive surf fishing from the long stretch of beach. Silver Strand Beach State Park contains 411 acres.

Tijuana Slough

Located at the mouth of Tijuana River less than a mile north of the U. S.-Mexico boundary line. The chief activity in these brackish water marshes is digging clams for bait. Through the years there has been some gill and trammel netting by one or two fishermen from skiffs in these sloughs but the catches of fish were hauled by automobile into San Diego and recorded to that city.

IMPERIAL COUNTY

Salton Sea

Located in the northwest part of Imperial County and the southern edge of Riverside County. The region is below sea level and was once the upper end of the Gulf of California which has been cut off from the gulf by the delta of the Colorado River. Some irrigation canals from the Colorado River got out of control in 1905 and flooded the Salton Sink, an area of a little over 30 miles long, to create the present sea.

Evaporation and salt springs made the sea more saline than the ocean. At this time mullet from the river entered the lake and established themselves. Captain Charles Davis developed a fishery for mullet starting in 1916. He first used chickenwire weirs but later found halibut trammel nets more successful. The peak year was 1918 with 91,000 pounds of mullet. The catches were trucked to Los Angeles but they had limited sale. The fish were large (two to two and a half feet long), very oily but of good flavor. Many fish market men contemptuously referred to them as "cow carp." The fishery declined after 1918 and was discontinued in 1921 after six years of operations.

Commencing in 1942, a second period of mullet fishing in Salton Sea developed but this time it was by drift gill nets under a permit system. The catches totaled 100,000 to 400,000 pounds per year but the market remained limited. Some mullet were shipped from this inland sea across the Pacific to Honolulu where a good market exists.

In 1953 Salton Sea was closed to commercial mullet fishing to foster development of a sport fishery based on various species of fish which have been introduced from the Gulf of California. A sport mullet fishery continues at the mouths of the tributary rivers.

RIVERSIDE COUNTY

Elsinore

Located 25 miles inland from the coast on the west side of Riverside County. The town is on the shore of shallow Lake Elsinore which is two by three miles in size. The town was first named Laguna but postal authorities required the change because of another Laguna in Orange County. Geologically the area is of interest because of the "Elsinore Sink" and the bold earthquake escarpment on the west side of the valley. Permits have been issued for beach seining carp from the lake. Most of the catch has been trucked to Los Angeles, but surprisingly large numbers of fish were sold on the beach to tourists. Much of this poundage that was peddled at the lake shore was not entered on the records.

SAN BERNARDINO COUNTY

Big Bear

Located 25 miles northeast of the City of San Bernardino. This is a mountain resort area that lies on a lake five miles long. The lake was discovered (1845) and named by an expedition that had made a retaliatory raid on some San Gabriel Indians. On their return trip the Spanish killed 11 bears in "Bear Valley."

In 1932 a seining permit was issued and some 10,000 pounds of carp were taken from the lake.

STATE-WIDE

Floating Reduction Plants

While the sardine fishery led all others in the State, there were legal restrictions in an attempt to prevent the wholesale conversion of this excellent food fish into fish oil and meal. To avoid these legal restric-

tions there were, for a period, several ships outfitted as reduction plants operating on the high seas just beyond the line of jurisdiction of the State. For a nine-year period, from the fall of 1930 through the fall of 1938, sardines were delivered at sea to a reduction ship anchored somewhere in the area from San Francisco to the Mexican border. The first of these was primarily a seagoing cannery. It was the S. S. *Calmez* of Mexican registry but canning off our coast. The pack was delivered to Ensenada, Mexico. This was soon followed by others doing a straight reduction business without canning. Most of these ships (outside state law) did not keep state records of landings but state officials did check the meal and oil produced by the ships and in that way obtained a close estimate of the amounts of whole fish delivered to the ships. The estimate was so close that in some instances it revealed the fact that purse seine crews might be required to deliver more poundage than they were paid for. This was the "ocean ton" consisting of as much over 2,000 pounds to the ton as the fishermen would stand for. Finally additional legal restrictions and rulings of the seamen's union made it too tough for the ships and they literally came ashore to tie up at a dock and operate as a shore plant. The total amount delivered to the ships was about 1,535 million pounds (767,810 tons) of sardines. The peak was the winter of 1936-37 when over 470 million pounds were "landed at sea."

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